



STATEMENT OF QUALIFICATIONS
153RD STREET &
RAVINIA AVENUE ROUNDABOUT

RFQ #23-049

SUBMITTED BY
V3 COMPANIES





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POINT OF CONTACT

KURT CORRIGAN, P.E.

Project Manager

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Email: kcorrigan@v3co.com



SUBMITTED TO

KHURSHID HODA

Transportation & Engineering

Division Manager

Village of Orland Park

14700 S. Ravinia Ave.

Orland Park, Illinois 60462

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DELIVERY METHOD

Submitted Via: BidNet Direct

Due Date: October 9, 2023



October 9, 2023

Khurshid Hoda, Transportation & Engineering Division Manager
Village of Orland Park
14700 S. Ravinia Ave.
Orland Park, Illinois 60462

**Statement of Qualifications: 153rd Street & Ravinia Avenue Roundabout
RFQ #23-049**

Dear Mr. Hoda,

Thank you for the opportunity to submit our statement of qualifications for the 153rd Street and Ravinia Avenue Roundabout project. V3 has a full-service approach to engineering and municipal services with a staff exceeding 380 professionals. We are not just civil engineers, but also planners, traffic and roadway engineers, surveyors, stormwater management specialists, structural engineers, environmental professionals, wetland specialists, landscape architects, and construction professionals. Our team is committed to delivering accurate, timely, and cost-effective solutions for the Village.

Serving as the Village's main point of contact and Project Manager for this project, I have completed several Phase II intersection improvement projects that were processed through IDOT Local Roads. Our Project Engineer, Elora Hsu, P.E., is also well versed with IDOT and Village procedures as she is currently the Project Engineer providing Phase I services for this project and she was instrumental in securing funding for Phase II Engineering. We have asked HLR to join our team to lead the land acquisition work and Strand Associates, Inc. will be developing the final roundabout geometrics and providing overall QA/QC for the project. Collectively, our team's experience will help us address key issues involving real estate impacts, traffic impacts during construction, and how to work with the community to deliver a successful project. Strategically, we included some of the same team members who worked on the 147th Street and Ravinia Avenue roundabout installation with the Village to ensure a successful project. Early identification of additional funding for construction and Phase III engineering will be a priority with our team. STP-L, ITEP, and Invest in Cook are all potential sources that will be evaluated and applied for.

Our submittal includes resumes, similar project experience, and our project understanding and approach. We look forward to working with the Village and are available immediately to begin work. If you have any questions regarding our qualifications, please feel free to contact me at 847.417.0072 or via email at kcorrigan@v3co.com.

Sincerely,
V3 Companies, Ltd.



Kurt Corrigan, P.E.
Senior Project Manager & Municipal Lead



THE V3 TEAM ADVANTAGE

- ✓ *Intricate knowledge of the proposed intersection improvements will save the Village time.*
- ✓ *Maintaining the same team reassures the public that Phase I concerns and feedback are addressed in Phase II.*
- ✓ *Extensive experience guiding federally-funded projects through IDOT BLRS.*
- ✓ *Roundabout experience which spans planning, design, and construction.*
- ✓ *Successful track record securing funding for numerous municipal clients, including the Village of Orland Park.*
- ✓ *History of working with the Village on numerous past design and construction projects.*



SECTION 1

COMPANY EXPERIENCE



COMPANY EXPERIENCE

The following table and subsequent project sheets highlight the extensive expertise of both V3 and Strand in navigating projects through IDOT BLRS as well as the planning, design, and construction of roundabouts.

Project	Client	Roundabout Experience	IDOT BLRS	Phase II	Funding Assistance
153rd Street & Ravinia Avenue Phase I	Village of Orland Park				
Ravinia Avenue & 147th Street Roundabout	Village of Orland Park				
Navajo Drive Roundabout	Village of Channahon				
Hunt Club Road Roundabouts	Lake County DOT				
Forest Boulevard Improvements	Village of Park Forest				
Bliss Road, Main Streey, Fabyan Parkway Intersection Improvements	Kane County DOT				
IL 171 & New Avenue Feasibility Study	City of Lockport				
Theodore Street Corridor Improvements	City of Joliet				
City of Lockport Downtown Revitalization	City of Lockport				
Ronald Reagan Highway Montgomery Road Interchange Improvement	City of Montgomery				
Snider Road at Thornberry Court	City of Mason				
Northwestern Avenue Reconstruction, Memorial Drive to Golf Avenue	City of Racine				



153RD STREET & RAVINIA AVENUE INTERSECTION IMPROVEMENTS

ORLAND PARK, ILLINOIS



CLIENT

Village of Orland Park



SERVICES

- V3 provided Phase I services for this intersection reconstruction to accommodate a roundabout. The intersection is currently controlled by temporary traffic signals with dedicated left turn lanes at each leg of the intersection.
 - Several crashes were reported due to distracted drivers approaching or stopping at the existing signal. As part of the Phase I, V3 evaluated two alternatives, one was a traditional traffic signal with lengthened storage lengths to accommodate operational demand and the other was a single lane roundabout.
 - The Village elected to move forward with the proposed roundabout as this alternative reduces the number of conflict points at the intersection. Additionally, roundabouts excel during off-peak traffic periods due to the absence of stopped traffic.
 - In addition, our team conducted a queue analysis by simulating the future traffic volumes along the 153rd Street corridor, between Ravinia Avenue and LaGrange Road, due to the close proximity of an adjacent intersection. This analysis indicated no detrimental queuing between the two intersections.
 - The project site was within the Village of Orland Park's jurisdiction and the project was processed through IDOT District One – Bureau of Local Roads.
 - Our team led the federal funding application process and successfully obtained STP-L funding for the Phase II design and Phase III construction.
- *ADA Side Walk & Ramp Design*
 - *Aerial Mapping*
 - *Alternatives Analysis*
 - *Cost Estimating*
 - *Crash Analysis*
 - *Drainage Design*
 - *Intersection Design Studies*
 - *Environmental Site Assessment*
 - *Location Drainage Study*
 - *Maintenance of Traffic*
 - *Pavement Markings & Signage*
 - *Phase I Engineering Studies*
 - *Public Involvement*
 - *Roadway Design*
 - *Traffic Impact Studies & Analysis*
 - *Tree Survey*



Ravinia Avenue and 147th Street Roundabout (Phase I, II and III – STP Funded) – Orland Park, IL

Our firm performed Phase I, II, and III engineering for the Ravinia Avenue at 147th Street Roundabout project at a construction cost of nearly \$2 million. The Village created a transportation master plan that identified potential intersections throughout the village where roundabouts would be good candidates. The intersection of Ravinia Avenue and 147th Street was identified in that plan and was selected by the Village to be the first roundabout project in the village. Ravinia Avenue is an important major collector that is used by 9,000 vehicles per day. It traverses a corridor lined with Village and Township facilities, along with commercial development. Ravinia Avenue is heavily used by the police and fire departments that are 1/4-mile from the intersection. The existing four-legged, stop-controlled intersection is the main ‘gateway’ entrance to the Village Hall complex.

The project included nearly 2,000 feet of new multi-use path and sidewalk, providing connectivity to the John Humphrey Complex.



Stage 3 construction.



Ravinia Avenue was a high-profile project that provided a gateway to the Village Hall Complex and increased pedestrian mobility with the construction of a multi-use path for connectivity.

The project consisted of detailed design of a single-lane roundabout. Given that this roundabout will be the Village’s first, coordination was performed with Village staff and stakeholders. PowerPoint presentations were provided to the Village, Police Department, Fire Department, and Village Committees at meetings open to the public.

In addition to the roundabout, pedestrian-friendly amenities were proposed. Two-thousand feet of multi-use paths were added to provide connectivity with the John Humphrey Trail and future bike path extensions. Sidewalk gaps were filled in. The approach roadways were widened and resurfaced to save on construction cost. Ornamental street lighting was provided at the roundabout and on the approach legs. A comprehensive maintenance of traffic plan was developed to maintain two-way traffic on Ravinia Avenue at all times.

The maintenance of traffic consisted of four main construction stages. The roundabout opening was celebrated with a ribbon cutting ceremony and parade through the roundabout. Awarded at a construction cost of just under \$2 million, the project had a final change order amount of -1.5 percent. **This project won the 2020 APWA SW Branch Transportation Project of the Year – \$5 Million or Less.**



Navajo Drive Roundabout (Phase I, II and III – STP Funded) – Channahon, IL

The Village of Channahon hired us to provide Phase I, II, and III services for a Surface Transportation Program-funded project. This roundabout was the first local federally funded roundabout in the State of Illinois. This project also won several awards including the American Council of Engineering Companies (ACEC) Engineering Excellence Merit Award, American Public Works Association (APWA) Chicago Metro Chapter Project of the Year, and APWA Southwest Branch Project of the Year Award.

The project involved extending existing Navajo Drive through a proposed commercial development called Town Center and connecting it to United States Route 6 (Route 6) at Bluff Road. The intersection of Route 6 and Bluff Road required the modification of a three-legged intersection to a four-legged intersection and alterations to existing traffic signals. Traffic signal modeling and the intersection design study were developed. The design included the placement of a single-lane urban roundabout in the middle of the Town Center Development.



Aerial view of Navajo Drive roundabout.



Navajo Drive, Channahon, Illinois

During the planning phase, we worked closely with IDOT Central Office staff to establish design criteria and standards to be applied to this and future STP-funded roundabouts in Illinois.

The roadway was designed to enhance the aesthetic appearance of the newly created Town Center and to facilitate a more efficient and safe traffic pattern for area vehicles, bicyclists, and pedestrians. The project included a two-way left-turn lane to readily accommodate future development, sidewalk and bike path, storm sewer, and ornamental lighting. Navajo Drive is a major collector serving the entire community. It provides important vehicular access to neighboring subdivisions, the new Village Municipal Center, the Park District’s Community Center and playing fields, and the newly reconstructed Route 6. The sidewalk and bike path provide residents with a safe and convenient connection to the local grade schools, parks and recreation, proposed local shopping, and St. Anne’s Church. During the planning phase, we worked closely with IDOT Central Office staff to establish design criteria and standards to be applied to this and future STP-funded roundabouts in Illinois. We coordinated with IDOT and the Route 6 widening design engineer to make sure the right of way, grades, alignments, and drainage were properly addressed. The complexity of the coordination was one of the biggest project challenges. The original concept required approval from the Village Board, the Town Center architect, the Joliet Archdiocese, and the Channahon Park District. Then it was presented to the Will County Governmental League, IDOT, and the FHWA for their review and approval.



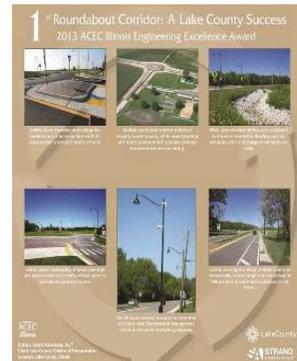
Hunt Club Road Roundabouts (Phase I & II - CMAQ) - Lake County Division of Transportation - Lake County, IL

Hunt Club Road is a highly traveled, two-lane, high-speed rural arterial in Lake County. The combination of peak-hour congestion and long queues resulted in backups and delays at some side road intersections. As an alternative to traffic signals and associated turn lanes, the Lake County Division of Transportation hired Strand Associates, Inc.® to perform planning and design services for two roundabouts in the County using CMAQ funding.

This 0.75-mile project between Milburn Road and Wadsworth Road replaced two existing “T” intersections with two single-lane roundabouts. Hunt Club Road was also widened and resurfaced between the two roundabouts to provide bicycle accommodations. Geometric design at the Hunt Club Road and Millburn roundabout allows for future expansion to a dual-lane roundabout by modifying the splitter islands and internal island. This is the first roundabout corridor in Illinois.



Aerial view of Hunt Club Road at Wadsworth Road



Lake County's Hunt Club Road Roundabouts were the first federally funded roundabout corridor in Illinois.

Extensive coordination with IDOT was required to gain approval for the ultimate dual-lane roundabout design and the IDOT Bureau of Local Roads and federal guidelines were followed. A closed drainage system was designed that routed storm water through an oil-water separator prior to discharging into high quality wetlands. Right-of-way and street lighting were designed to accommodate the ultimate build-out to avoid future relocations.

The project also included ornamental street lighting, pan-tilt-zoom cameras at each roundabout, right-of-way plats; 0.50 acre of wetland mitigation, frequent flooding and roadway overtopping issue resolution, floodplain avoidance, drainage management, utility coordination and relocations; sidewalks and bicycle paths; traffic control and detouring, and permitting through United States Army Corps of Engineers and Lake County Stormwater Management Commission. ***This project won the ACEC-IL Engineering Excellence award for the first federally funded local roads roundabout corridor in the state of Illinois.***



Colored and stamped concrete in the splitter island at Wadsworth Road



FOREST BOULEVARD IMPROVEMENTS

PARK FOREST, ILLINOIS



- V3 is providing Phase I and II design services for nearly one-mile of four-lane roadway along Forest Boulevard, Norwood Boulevard, and Westwood Drive through the downtown area.
- The primary purpose of the project is to replace the deteriorating infrastructure, including the roadway, curb, and gutter which are causing drainage issues, as well as enhance the pedestrian and bicycle environment by implementing a complete streets strategy. The intent is to provide all complete street improvements within the existing right-of-way to minimize land acquisition and utility conflicts.
- An extensive traffic data collection and analysis process was conducted to verify the need for a four-lane roadway section and incorporate the appropriate traffic control at the numerous intersections and driveways along the corridor. Based on this analysis, it was determined that a two-lane roadway will accommodate existing and future vehicular traffic so a "road diet" was evaluated and included as a potential corridor alternative. As part of the road diet improvements, we investigated the pavement of a roundabout and provided preliminary design to the Village for consideration.
- A "road diet" is proposed to provide an opportunity to create additional public space adjacent to the downtown area. This could include a linear park with a multi-use path, bioswales, active/passive areas, benches, and rest areas as well as other community enhancements such as native vegetation, environmental and local history education, and an area for cultural and local activities such as a farmers market.
- A new multi-use path is proposed to replace a sidewalk along the west side of the roadway. Additionally, curb extensions will be implemented to enhance pedestrian safety at roadway crossing locations. High-visibility crosswalks and signage will also be recommended at higher-volume crossing locations. The design will also correct existing accessibility issues along the corridor and meet the current guidelines.
- There are several PACE bus routes along the corridor with multiple bus stops that will be evaluated for enhanced transit amenities such as signage, shelters, and benches.
- V3 is currently assisting the Village in pursuing federal and/or state funding. The project is being processed through IDOT Bureau of Local Roads.

CLIENT

Village of Park Forest

REFERENCE

Roderick Ysaguirre
Director of Public Works/Village
Engineer, Village of Park Forest
350 Victory Drive
Park Forest, IL 60466
708.503.7702

VALUE

Construction Cost: \$5,000,000

SERVICES

- *Roundabout Analysis & Design, IDOT BLRS Processing & Approval*
- *Topographic Mapping*
- *Traffic Impact Studies & Analysis Complete Green Streets Design*
- *Intersection Design Studies*
- *Phase I & Phase II Environmental Site Assessment*
- *Public Outreach*
- *Roadway Design*
- *Stormwater Management Design & Permitting Assistance*
- *USACE Wetland Permitting*
- *Wetland Delineation*
- *Cost Estimating*



BLISS ROAD, MAIN STREET, & FABYAN PARKWAY INTERSECTION IMPROVEMENTS

BLACKBERRY TOWNSHIP, ILLINOIS



CLIENT & REFERENCE

Ken Mielke

Assistant Chief of Construction,
Kane County Division of
Transportation

41W011 Burlington Road

St. Charles, IL 60175

630.584.1170



VALUE

Construction Cost: \$11,900,000



SERVICES

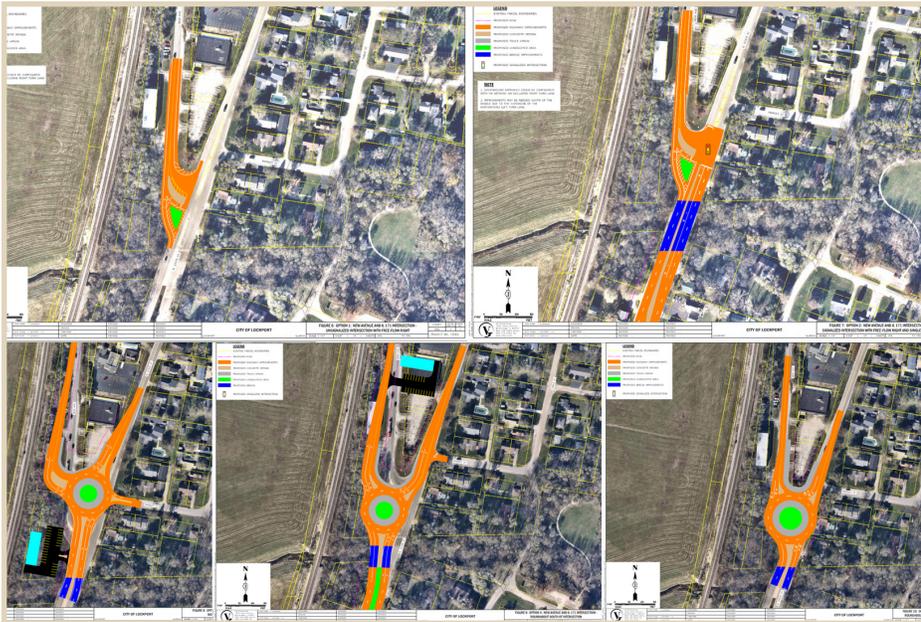
- This locally-funded, \$12-million project involves the re-alignment of Bliss Road with the intersection of Main Street and Fabyan Parkway in Blackberry Township. More than 10,000 feet of new HMA roadway and a roundabout is being constructed to eliminate two signalized intersections along these minor arterial routes.
- The Bliss Road corridor involves 4,500 feet of new HMA roadway through agricultural and Batavia Park District properties, crossing jurisdictional riparian environments associated with Lake Run Creek. A new skewed, twin-cell box culvert will accommodate the new alignment. Two naturalized stormwater basins and a compensatory storage basin will also be constructed.
- Major embankment placements require continuous testing of the 45,000 cubic yards of imported material. Due to construction in and adjacent to the floodplain, undercuts and unsuitable removals are required. Field drain tiles are being reconnected to the new drainage systems which requires diligent monitoring, coordination with farmers, and onsite design modifications. Our team is utilizing GPS rovers and mobile tablets for daily monitoring of quantities and locations, working with the Contracting Foremen to document items.
- In-stream work involves a creek bypass system, cofferdam, and regular erosion control monitoring with Kane-DuPage Soil & Water Conservation District. Tree removals through the Park District and Forest Preserve properties are being closely monitored. A slope stabilization system involving naturalized plantings will be incorporated along Main Street to accommodate 1:1 slopes.
- Roundabout construction is requiring multiple stage changes, detailed advance planning of PCC pour sequences, and traffic control. Grade changes of the roadway profiles, due to re-alignment, also require advance coordination to accommodate lane shifts and worker safety. Road closures are required to finalize connections of all traffic movements into the roundabout.
- ComEd relocations include a major 138kV transmission main along Bliss Road as well as localized buried and aerial facilities on each roadway. The adjacent church and school, Batavia Park District parking lot, and residential properties require continual coordination to maintain access.
- V3 is utilizing multiple staff to manage and document the work, from environmental support for permitting and clean construction or demolition debris removals, to survey assistance, arborist interpretations, and lighting design for night sky concerns.

- *Constructability Reviews*
- *Construction "As-Built" Surveys*
- *Construction Inspection*
- *Construction Management*
- *Drainage Structure Installation*
- *Erosion & Sediment Control Design, Inspection, & Management*
- *Maintenance of Traffic*
- *Material Testing & Inspection*
- *Owners Representation*
- *Record Drawings*
- *Stormwater Pollution Prevention Plan Reporting*
- *Utility Coordination*



IL ROUTE 171 & NEW AVENUE FEASIBILITY STUDY & PHASE I

LOCKPORT, ILLINOIS



CLIENT

City of Lockport

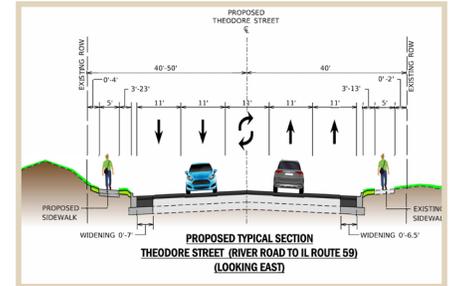
SERVICES

- The purpose of this project is to address safety and capacity concerns associated with the existing conditions by constructing a roadway facility that improves channelization and operations at the intersection to encourage more efficient traffic flow.
 - V3 conducted a feasibility study to address safety and capacity issues at the unsignalized, three-leg intersection of IL Route 171 (State Street) and New Avenue located north of downtown Lockport. The majority of crashes that occurred at the intersection were rear-end crashes and primarily on the eastbound New Avenue approach.
 - V3 developed and evaluated five conceptual alternatives involving both signalized and unsignalized intersections with a free-flow, right-turn-slip lane, as well as three variations of two-lane roundabouts.
 - In an effort to meet the 2050 traffic demands, the proposed improvements add capacity to the intersection by installing a new traffic signal, increasing the southbound through and northbound left storage on IL Route 171, and adding dedicated left and right turn lanes on the eastbound approach of New Avenue.
 - V3 is currently conducting a Phase I preliminary engineering and environmental studies processed through IDOT Bureau of Local Roads and Streets. The Phase I process involves preparation of a full report State Categorical Exclusion.
 - V3 also identified funding options for the improvements and assisted the City with the preparation of application materials for State Transportation Program-Local Roads grants.
- *Roundabout Design*
 - *IDOT BLRS Processing & Approval*
 - *Bridge Inspection & Ratings*
 - *Feasibility Studies*
 - *Hydrologic & Hydraulic Analysis*
 - *Topographic Survey*
 - *Location Drainage Study*
 - *Roadway Design*
 - *Traffic Impact Studies & Analysis*
 - *Wetland Delineation & Assessment*



THEODORE STREET CORRIDOR IMPROVEMENTS

JOLIET, ILLINOIS



CLIENT & REFERENCE

Russ Lubash
Traffic Engineer, City of Joliet
City Hall 150 West Jefferson Street
Joliet, IL 60432
815.724.4216

VALUE

Construction Cost: \$13,000,000

SERVICES

- V3 is providing Phase I and II design services for the widening and resurfacing for two miles of Theodore Street from Drauden Road to IL Route 59. To improve safety, a fifth, paved median/left turn lane will be added to assist traffic flow on Theodore Street to potentially decrease the number and severity of accidents.
- Two new traffic signals will be installed at the intersections with Drauden Road and Wesmere Parkway.
- The project includes a new LED street light system.
- A new, multi-use path will be added from Drauden Road to Wesmere Parkway, connecting to an existing City system.
- ADA evaluation and design will be incorporated.
- Portions of the existing drainage system will be utilized, and a new storm sewer will be incorporated to meet the latest rainfall criteria and City of Joliet design criteria.
- V3 coordinated and administered a public information meeting Federal Phase I criteria.
- Land acquisition is being coordinated with IDOT and the City. Our team is developing a plat-of-highways and associated legal descriptions for the corridor.
- IDOT federal processes are being followed in anticipation of securing federal funds for construction. Motor Fuel Tax funds are being utilized for Phase I and Phase II engineering. V3 applied for and received STP funds for a portion of the work from Drauden Road to River Road. REBUILD Illinois funds are being utilized for work from Wesmere Parkway to River Road.

- IDOT BLRS Processing & Approval
- Intersection Design Studies
- Phase I & II Environmental Site Assessment
- Roadway Design
- Topographic Mapping
- Traffic Impact Studies & Analysis
- Wetland Delineation & Assessment
- Project Development Report
- Location Drainage Study
- Environmental Coordination & Documentation
- Public Involvement
- Plans & Specifications Development
- Cost Estimating



CITY OF LOCKPORT DOWNTOWN REVITALIZATION

LOCKPORT, ILLINOIS



CLIENT

City of Lockport

REFERENCE

Ben Benson

City Administrator, City of Lockport

222 East 9th Street Suite 4

Lockport, IL 60441

815.838.0549

VALUE

Construction Cost: \$7,700,000

SERVICES

- Since 2013 V3 has been working with the City to develop and implement a downtown revitalization plan. The plan includes a complete streets objective to develop a multimodal plan that will transform the downtown into a user-friendly experience.
 - The project limits are situated within the City's historical district and involved coordination and concurrence with the Illinois State Historic Preservation Offices, the Heritage Architecture Commission, Main Street Lockport, I&M Canal Heritage Area-Canal Corridor Association, and the Will County Historical Society. State Street (IL Route 171) and 9th Street (IL Route 7) are both under the jurisdiction of IDOT.
 - The implementation of the plan has been split into multiple phases of construction as well as funding sources. The first phase (2019/2020) was IL Route 171 from 8th Street to 10th Street and was implemented and coordinated through IDOT. This phase was completed within the same construction period as IDOT's IL Route 171/IL Route 7 Intersection improvements. The second phase (2020/2022) was IL Route 7 from IL Route 171 to Hamilton and IL Route 171 from 10th Street to 11th Street. This phase was processed through IDOT Local Roads, both for Phase I and II review and approval.
 - The proposed improvements incorporated intersection bump outs and replaced sections of multi-level sidewalk with one level of sidewalk along the streets and business frontages.
 - Pedestrian crossing markings and warning lights were added at the intersections of State Street and 8th Street as well as State Street and 11th Street, both of which were unsignalized intersections.
 - Aesthetic enhancements included brick paver sidewalks, re-use of limestone outcroppings and planters, bicycle racks, benches with custom laser etch pattern, trash receptacles, and parkway landscaping.
 - Electrical enhancements along the corridor included the rehabilitation of existing pedestrian lighting and design of festival and holiday tree lighting system.
 - With IDOT Phase I and II engineering approval, V3 identified and applied for STP-L and ITEP funds on behalf of the City. Nearly \$2 million in funding was awarded to implement the second phase of the revitalization plan.
 - The first phase of the improvements (State Street from 8th Street to 10th Street) was awarded the APWA Public Works 2020 Project of the Year: Southwest Branch for transportation projects in the \$5- to \$25-million range.
 - V3 provided Phase III engineering for the second phase of the corridor improvement which will be complete in November 2022.
- *IDOT BLRS Processing & Approval*
 - *Transportation/Multimodal Corridor Planning*
 - *Public Involvement*
 - *Topographic Survey*
 - *Location Drainage Study*
 - *Roadway Design*
 - *Traffic Signal Design*
 - *Intersection Design Studies*
 - *Streetscape Conceptual & Final Design*
 - *Pedestrian Lighting Design*
 - *ADA Sidewalk & Grading Design*
 - *Project Development Report*
 - *Funding Assistance*
 - *Construction Cost Estimating*
 - *Construction Observation*



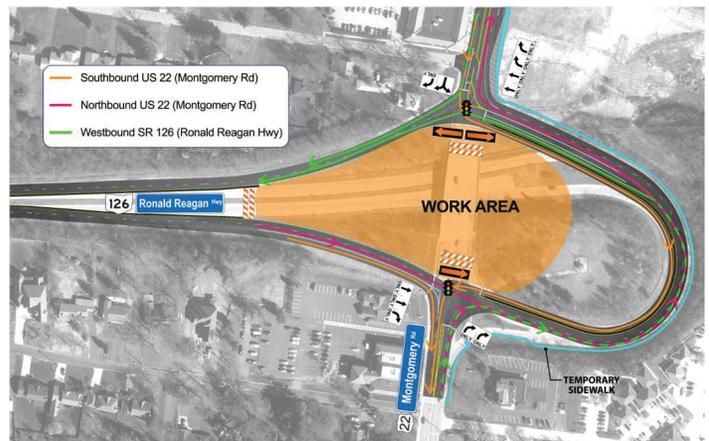
Ronald Reagan Highway Montgomery Road Interchange Improvement – Montgomery, OH

We worked with the City of Montgomery to convert the existing grade-separated trumpet interchange between State Route 126 (Ronald Reagan Highway) and US 22 (Montgomery Road) into a multilane roundabout, making it the first freeway interchange converted to a roundabout in the state of Ohio. We assisted the City and the development team in evaluating alternatives to modify the interchange so the development can use the space on the east side of the existing interchange where the loop ramps were located.

The interchange was in a dense urban area and experienced significant congestion during peak hours. We coordinated with the Ohio Department of Transportation (ODOT) and the Ohio-Kentucky-Indiana Metropolitan Planning Organization (OKI) to determine background growth rates. We also prepared trip generation and distribution calculations to determine the additional traffic that will be added by the proposed development. Using the forecasted traffic volumes, we analyzed alternatives, including a roundabout, traffic signal, and half diamond configuration. The analysis focused on traffic operations, footprint, cost, aesthetics, maintenance of traffic, safety, and pedestrian/bicycle accommodations. The study concluded that a multilane roundabout was the preferred alternative.



The multi-lane roundabout replaced a separated grade interchange at US 22 and SR 126 and opened in August 2021.



Temporary traffic pattern during Phase 2 of construction. This traffic pattern was in place for most of construction.

We prepared an interchange operations study (IOS) comparing the roundabout to the *no build* alternative. The study area for the IOS included six signalized intersections in addition to the roundabout. The signalized intersections were analyzed using a balanced delay approach and Highway Capacity Software (HCS) in accordance with ODOT standards. As a result, the roundabout was analyzed using the Highway Capacity Manual equations in SIDRA software. The IOS was approved by ODOT in fall of 2016. Before proceeding with the design of the roundabout, we used VISSIM software to check the results of the previous modeling exercises.

Other design features included roadway widening, intersection improvements, traffic signal design, drainage design, removal of the existing roadway bridge, signing, pavement marking, and lighting. The improvements were constructed without closure of any of the local roadways or highway ramps. In addition to keeping the interchange open, the maintenance of traffic scheme managed impacts to traffic along SR 126 to avoid excessive queue lengths and avert back-ups at the I-71 interchange, just 0.5 miles to the west. We developed a maintenance of traffic scheme involving five phases to maintain traffic for the nearly 40,000 vehicles per day that use the corridor. This project was the recipient of the *ASHE Triko Valley Section Donald C. Schramm Transportation Improvement Award*.



Snider Road at Thornberry Court – Mason, OH

The City of Mason hired us to design two, single-lane roundabouts along Snider Road where it intersects with Thornberry Court and Mason Road. Snider Road is an urban major collector with an ADT of approximately 10,900 vehicles per day and a posted speed limit of 35 miles per hour. The intersection of Snider Road and Thornberry Court was a two-way stop-controlled intersection providing access to residential homes. Thornberry Court is a local street with an ADT of approximately 2,000 vehicles per day. Converting the existing stop-controlled intersections to single-lane roundabouts improved the safety and operations of the intersection.



Completed roundabout at Snider Road and Thornberry Court avoided impacts to residential properties.



Before aerial rendering of the roundabout



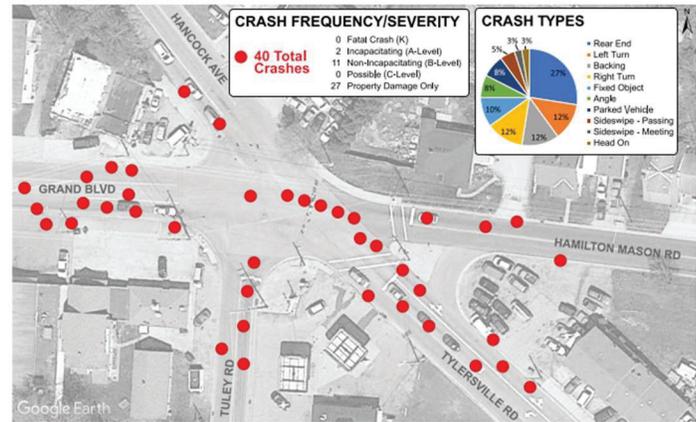
Snider Road and Thornberry Court roundabout.

Northwestern Avenue Reconstruction, Memorial Drive to Golf Avenue – Racine, WI

This project involved reconstruction of 1.3-mile, four-lane divided urban arterial that carries nearly 12,900 vehicles per day through a residential and commercial area. The project involved pavement reconstruction, intersection improvements, streetscaping, street lighting, an intersection control evaluation, traffic analysis, and roundabout design.

Streetscaping features, such as benches, trash receptacles, brick pavers, and decorative streetlights were provided within the east half of the project. Roundabouts were constructed at two intersections. Some intersecting side streets were closed to improve intersection geometry and divert traffic to major local streets. On-street bike accommodations and parking were provided in the outer 11-foot lane. A new streetlight circuit was added to provide standard light-emitting diode (LED) street lighting and eliminate leased lights from Albert Street to High Street.

SAFETY Crash Diagram (2015-2017)



Before photo of the skewed, five-legged intersection with numerous crashes.

The Northwestern Avenue project demonstrates our experience on local urban projects with on-street bike accommodation, parking, roundabout and signal design, and extensive landscaping and streetscaping design.



The completed roundabout converted the five-legged intersection into 4 legs and cul-de-sac'd one side road.



SECTION 2

OPERATING HISTORY



ABOUT V3

VISIO, VERTERE, VIRTUTE ... THE VISION TO TRANSFORM WITH EXCELLENCE



Launched in 1983, V3 Companies strongly adheres to our original vision to provide our clients with technical excellence and high-caliber project performance. Our name is indicative of that mindset, representing three Latin “V” words – “Visio,” “Vertere,” “Virtute” or “The Vision to Transform with Excellence.”

Our focus on client service is designed to facilitate communication, encourage long-term relationships, and allow us to better deliver the projects you expect. The key is for us to provide seamless, coordinated execution on our end, marshalling and deploying the right talent through a single point of contact so you can always get the information you need, when you need it.

Being employee owned, we view our obligation to excel on your project from a very personal viewpoint. This ownership structure provides all of our team members with the opportunity to serve you — and your transportation and infrastructure, site development and environment, water and natural resource project needs — with the care and concern of an owner.



QUICK FACTS

- *Founded in 1983*
- *380 Employees*
- *Corporation*
- *www.v3co.com*



SERVICES

- *Phase II Design Engineering*
- *Highways & Traffic*
- *Construction Engineering*
- *Railroads*
- *Structural*
- *Water Resources*
- *Wetlands & Ecology*
- *Geosciences*
- *Environmental*
- *Land Development*
- *Municipal Consulting*
- *Landscape Architecture*
- *Green Infrastructure*
- *Planning*
- *Surveying*
- *Contracting & Construction Management*



PROJECT OFFICE

*7325 Janes Avenue
Woodridge, IL 60517
630.724.9200*



CONTACT

*Kurt Corrigan, P.E.
Project Manager
Direct: 847.417.0072
Email: kcorrigan@v3co.com*



SECTION 3

STAFF QUALIFICATIONS

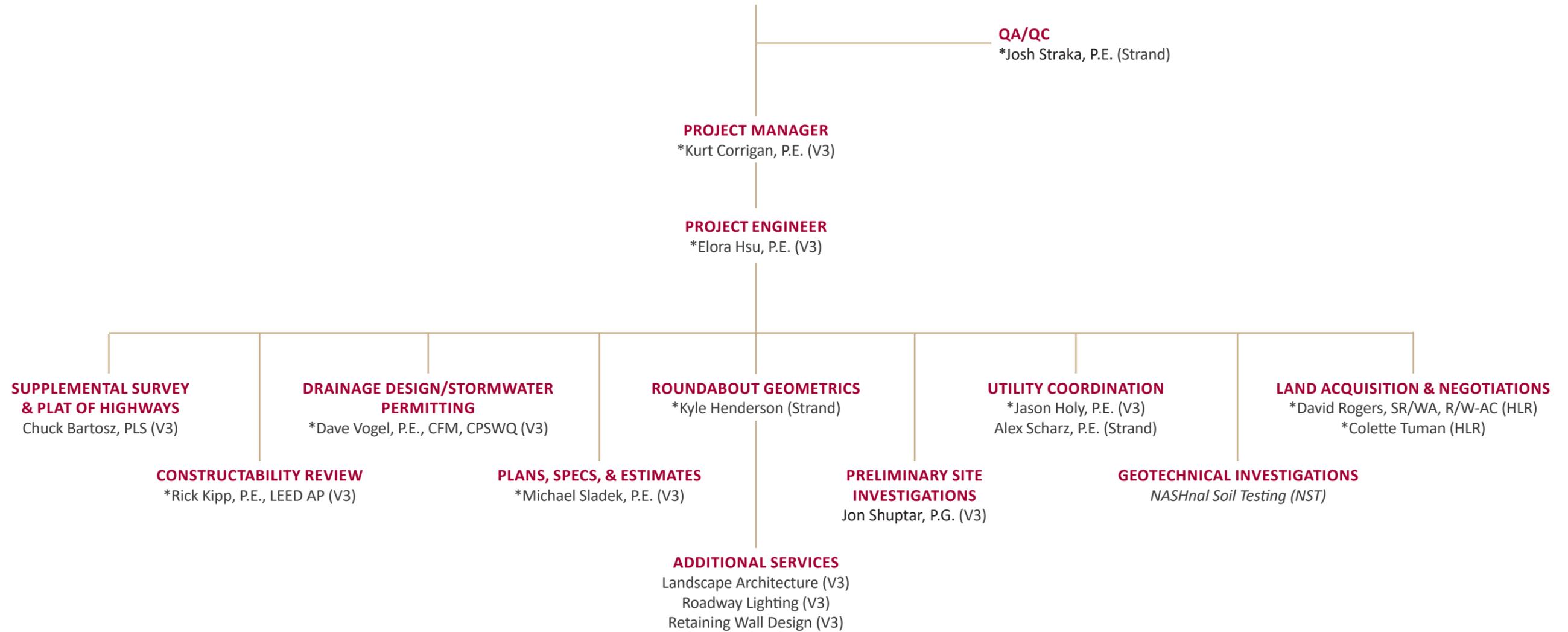


ORGANIZATIONAL CHART

153RD STREET & RAVINIA AVENUE ROUNDABOUT

V3 Companies (V3)
 Strand Associates, Inc. (Strand)
 Hampton Lenzini and Renwick, Inc. (HLR)
 NASHnal Soil Testing (NST)
 *Key Staff: Resumes Included

VILLAGE OF ORLAND PARK



KURT CORRIGAN, P.E.

PROJECT MANAGER



Kurt leads V3's municipal services and has experience working for both the public and private sector as a Project Manager and a Village Engineer. Because of his varied experience serving in different capacities and markets Kurt brings a unique perspective to project success. His hands on approach to project management focuses on making an impact with both the client and the community.



YEARS OF EXPERIENCE

V3: 6 | Total: 32



EDUCATION

Bachelor of Science, Civil Engineering,
Marquette University



REGISTRATIONS

Professional Engineer:

- Illinois, #062-051814, 1997
- Washington, #53939, 2016
- Texas, #129407, 2018
- Ohio, #87178, 2021



ASSOCIATIONS

American Society of Civil Engineers
American Public Works Association

147th & Ravinia Avenue Roundabout, Village of Orland Park – Orland Park, Illinois

Transportation Manager for Phase I and II engineering of the Village's first single lane roundabout. The roundabout will replace a current four-way stop intersection located at the main entrance into the Village Municipal Center. As the Village Engineer, planned and coordinated the Phase I design of the Village's first roundabout project. Presented the project to the Village Board and residents throughout the planning and Phase I process. Applied for and received over 2M dollars in Federal funding for the construction of the project.*

Forest Boulevard Improvements, Village of Forest Park – Forest Park, Illinois

Project Principal for the Phase I and II engineering for this two-mile roadway reconstruction, multi-use path construction and intersection improvements. The project is evaluating elimination of a traffic signal in favor of a roundabout along with a road diet to better utilize right-of-way for the path and provide a linear park along the Village's retail district. Phase I engineering is utilizing local and Cook County Invest in Cook funds and being processed through IDOT Local Roads. The Village will apply for future design engineering and construction funding once the Phase I is complete. \$3M was received in ITEP funds.

City of Lockport Downtown Revitalization, City of Lockport – Lockport, Illinois

Project Director providing feasibility, planning, design and construction management support services for streetscape improvements along State Street in downtown historic Lockport. Enhancements included various hardscape and streetscape elements including brick paver sidewalks, limestone outcroppings and planters, bicycle racks and benches, ADA design and rehabilitation of existing pedestrian lighting. Project was designed and permitted by IDOT and construction of the streetscape elements were coordinated with an on-going IDOT roadway rehabilitation project along IL Route 171 and IL Route 7. Project was awarded the APWA Public Works 2020 Project of the Year: Southwest Branch for transportation projects in the \$5- to \$25-million range.

Hainesville Road Improvements, Lake County DOT – Round Lake Beach, Illinois

Project Principal providing Phase I and II engineering services for this 1.5-mile corridor widening of Hainesville Road from Washington Street to Rollins Roads. Key challenges associated with the project included providing pedestrian connectivity, minimizing impacts to wetlands and right-of-way as well as developing a closed drainage system for the roadway.

*Work performed at previous municipality or firm



Theodore Street Corridor Improvements, City of Joliet – Joliet, Illinois | Project Manager for the Phase I and II engineering of the one-mile roadway widening. Currently this segment of roadway experiences a number of crashes due to the lack of a center turn lane. The project will add a center turn lane as well as two additional traffic signals along the corridor. Phase I engineering is utilizing MFT funds and the City will apply for future construction funding once the Phase I is complete. STP-L funds was received for construction.

Cedar Road Reconstruction, Will County DOT – New Lenox, Illinois | Project Principal for this 1,600-foot, complete roadway reconstruction with intersection improvements at Cedar Road and Francis Road. Project included a complete replacement of the existing box culvert, modernization of traffic signals and new sidewalk along the east side of Cedar Road. To improve the level of service, an additional left turn storage lane and new right turn lanes for additional intersection capacity.

Laraway Road at US Route 45 Improvements, Will County DOT – Frankfort, Illinois | Project Principal for this complete reconstruction of multiple sections of Laraway Road from a rural, two-lane road into an urban, four-lane roadway. Improvements include new medians, auxiliary turn lanes, HMA base and surface course, enclosed drainage, and traffic signal modernization. Our team analyzed alternative cost-effective means and methods of construction through a detailed maintenance of traffic plan.

General Engineering Services, Village of Orland Park – Orland Park, Illinois | Municipal Consultant providing consultation to the Village on capital project programming. Kurt assisted with developing project costs for the Village's annual budget.

I-80 & Wolf Road Interchange Concept Feasibility Study, Village of Orland Park – Orland Park, Illinois | Project Principal for the concept study of a new interchange at I-80 and Wolf Road. Currently, there is an eight-mile gap between existing local access interchanges along I-80 from US Route 30 to LaGrange Road. A total of eight interchange alternatives were developed which sought to provide new access to/from I-80 while minimizing impacts to adjacent properties, environmental resources and major utilities.

167th Street Multi-Use Path, Village of Orland Park – Orland Park, Illinois | Project Manager for this Phase I study for a new, one-mile, multi-use path along 167th Street. The proposed path will connect the west side of the Village to the Orland Grasslands as well as an existing path at Centennial Park. Improvements include a new pedestrian, at-grade railroad crossing requiring coordination with Metra in addition to grading and reshaping of existing ditches and new storm sewer.

Culvert Evaluation & Rating, City of Naperville – Naperville, Illinois | Project Principal for the City's corrugated metal culvert evaluation. Kurt coordinated with the City for onsite evaluations of more than 50 culverts throughout the City. A rating system was developed in order to determine maintenance needs and produce automated work orders for the Public Works staff.

Farrell Road Path, City of Lockport – Lockport, Illinois | Project Manager for the design and construction of a multi-use path along Farrell Road. The path runs adjacent to Lockport Township High School, providing a safe route to adjacent pedestrian access points. Kurt coordinated the acquisition of permanent easements with the School to avoid costly utility relocations. Project was ITEP funded.

Hamilton Street Parking Lot Improvements, City of Lockport – Lockport, Illinois | Project Manager for the design/build rehabilitation of the Hamilton Parking lot in Downtown Lockport. Project included providing accessible routes from the parking lot to public streets and gathering areas. Coordination with private businesses and residents was required throughout design and construction. This project was completed on time and within budget.

US Route 45 (LaGrange Road) Corridor Enhancements, Village of Orland Park – Orland Park, Illinois | Village Engineer for permitting and construction management of more than 6.5 miles of corridor enhancements including sidewalk installation, brick pavers, median irrigation, median electric for various functions including holiday lighting, median planter walls, median and parkway plantings, monument walls and columns at various intersections. The enhancement work totaled \$12-million dollars. This project was delivered utilizing a construction manager delivery method to better coordinate the Village work with IDOT's \$100-million project.*



Elora is a Senior Project Engineer working on a wide range of projects including roadway, urban redevelopment, streetscape, educational facilities, traffic studies, and bicycle and pedestrian facilities. Her experience includes preparation of Phase I studies, intersection design studies, geometric design, capacity and operational analyses, and preparation of contract documents, specifications, and cost estimates serving numerous state agencies, county, and local municipal clients. Most recently, Elora has specialized in providing transportation related services to municipalities throughout the Chicagoland area.

 **YEARS OF EXPERIENCE**

V3: 16 | Total: 16

 **EDUCATION**

Bachelor of Science, Civil Engineering,
University of Illinois at Chicago

 **REGISTRATIONS**

Professional Engineer: Illinois,
#062-063684, 2011

 **ASSOCIATIONS**

American Society of Civil Engineers

153rd Street & Ravinia Avenue Intersection Improvements, Village of Orland Park – Orland Park, Illinois

| Project Engineer providing Phase I services evaluating two alternatives to improve this accident-prone intersection. The Village elected to move forward with the proposed roundabout. In addition, a queue analysis was conducted by simulating the future traffic volumes along the 153rd Street corridor. V3 led the federal funding application process and successfully obtained STP-L funding for the Phase II design and Phase III construction.

Hainesville Road Improvements, Lake County DOT – Round Lake Beach, Illinois

| Project Engineer providing Phase I and II engineering services for this 1.5-mile corridor widening of Hainesville Road from Washington Street to Rollins Roads. The design will consider updates to pedestrian connectivity and safety including sidewalks and multi-use paths. Key challenges associated with the wider roadway section includes minimizing impacts to right-of-way, utility conflicts and resolutions, culvert extensions, and potential wetland and environmental impacts. Elora was responsible for preparing the Phase I preliminary engineering documents, utility coordination, and preparation of contract plans, specifications, and cost estimates.

Theodore Street Corridor Improvements, City of Joliet – Joliet, Illinois

| Project Manager for the Phase I engineering of the one-mile roadway widening. Currently this segment of roadway experiences a number of crashes due to the lack of a center turn lane. The project will add a center turn lane as well as two additional traffic signals along the corridor. Phase I engineering is utilizing MFT funds and the City will apply for future construction funding once the Phase I is complete. Elora lead the public involvement process which included stakeholder mailings, public letters, fliers and exhibits for the City website and social media sites as well as presentations at public meetings.

143rd Street & LaGrange Road Intersection Improvements, Village of Orland Park – Orland Park, Illinois

| Design Engineer for the reconstruction of roadway and underground utilities at the intersection 143rd Street and LaGrange Road. Project included pavement widening, pavement reconstruction, a new mainline watermain, storm sewer, relocation of electrical and telephone utilities from overhead to underground, streetscape improvements, roadway, pedestrian and outdoor receptacle (holiday) lighting, landscaping, irrigation, retaining walls, traffic signals, and property acquisition. Elora was responsible for the preparation of the contract plans, specifications, and cost estimate.



Forest Boulevard Improvements, Village of Park Forest – Park Forest, Illinois | Project Engineer for Phase I and II engineering of this one-mile roadway reconstruction, multi-use path construction, and intersection improvements. Project goals include elimination of a traffic signal in favor of a roundabout along with a road diet to better utilize public right-of-way for the path and provide a linear park along the Village’s retail district. Phase I engineering is utilizing local and Cook County Invest in Cook funds and being processed through IDOT Local Roads. Project also includes topographic survey, data collection, intersection evaluation, preliminary engineering, environmental studies, drainage studies, and potentially applying for FAU route designation.

9th Street Multi-Use Path, City of Lockport – Lockport, Illinois | Project Engineer for the preparation of a Phase I study and design of a nearly four-mile path along Renwick Road/9th Street that will connect the Village of Romeoville and the Lewis University campus to the I&M Canal Trail. Project included a traffic impact study, an intersection design study, a location drainage study, and a hydraulic report. Design elements included two pedestrian bridges, the addition of a pedestrian crossing on an existing bridge, and a street-level crossing.

167th Street Multi-Use Path, Village of Orland Park – Orland Park, Illinois | Project Engineer for this Phase I study for a new, one-mile, multi-use path along 167th Street. Improvements included sidewalk removal, new asphalt path, earth excavation and embankment, retaining wall, grading and reshaping of existing ditches, new storm sewer, and pedestrian signals at railroad and roadway intersections. V3 performed a wetland delineation within the Marley Creek floodway/ floodplain, a Waters of the U.S., and emergent wetland.

IL Route 171 & New Avenue Feasibility Study & Phase I, City of Lockport – City of Lockport | Project Manager for the feasibility study to address the safety and capacity issues at the unsignalized, three-leg intersection of IL Route 171 (State Street) and New Avenue located north of downtown Lockport. The study involved various geometric alternatives, including a roundabout. V3 was hired to complete Phase I preliminary engineering and environmental studies processed through IDOT Bureau of Local Roads and Streets. The Phase I process involves preparation of a full report state categorical exclusion. V3 also identified funding options for the improvements and assisted the City with the preparation of application materials for State Transportation Program - Local Roads grants.

Lincoln Yards Development, Sterling Bay – Chicago, Illinois | Project Engineer for the design of new roadways for this 53-acre, mixed-use development along the North Branch of the Chicago River. Project consisted of infrastructure improvements to establish 'pad-ready' lots, Riverwalk extension, and multiple park spaces. The team worked closely with the Chicago DOT for the design and permitting of new roadways using complete street and green infrastructure principals, streetscape on existing and new streets, new traffic signals/modifications, ADA ramps, and new duct packages for wet and dry utilities including power, gas, water, sewer, junction structures, and stormwater. Elora assisted with preparing plans and specifications as well as coordination with multiple subconsultants, CDOT, and the Client.

City of Lockport Downtown Revitalization, City of Lockport – Lockport, Illinois | Project Engineer providing feasibility, planning, design and construction management support services for streetscape improvements along State Street in downtown historic Lockport. Enhancements included various hardscape and streetscape elements including brick paver sidewalks, limestone outcroppings and planters, bicycle racks and benches, ADA design and rehabilitation of existing pedestrian lighting. Project was designed and permitted by IDOT and construction of the streetscape elements were coordinated with an on-going IDOT roadway rehabilitation project along IL Route 171 and IL Route 7. Project was awarded the APWA Public Works 2020 Project of the Year: Southwest Branch for transportation projects in the \$5- to \$25-million range.

St. Charles Road Bridge over Salt Creek Phase I & II, Village of Villa Park – Villa Park, Illinois | Project Engineer for Phase I and II engineering services of the bridge superstructure replacement of the existing St. Charles Road Bridge over Salt Creek. A major challenge of this project was to obtain all of the necessary approvals so the improvements can be implemented before the bridge needs to be closed due to continued deterioration. Elora was responsible for preparing the Phase I preliminary engineering documents, utility coordination, and preparation of contract plans, specifications, and cost estimates.



Michael is a Project Engineer with experience in civil engineering. He is responsible for contract documents, permitting, and preparing design plans in AutoCAD and OpenRoads Designer. Michael has project experience with roadway design, ADA design and compliance, railroad design, 3D modeling, utility coordination, roadway lighting design, site lighting design, photometric studies, traffic signal design, and transportation studies.

YEARS OF EXPERIENCE

V3: 7 | Total: 7

EDUCATION

Bachelor of Science, Civil Engineering,
University of Illinois

Master of Science, Transportation
Engineering, University of Illinois

REGISTRATIONS

Professional Engineer: Illinois,
#062-071692, 2019

Forest Boulevard Improvements, Village of Park Forest – Park Forest, Illinois | Design Engineer for Phase I and II engineering of this one-mile roadway reconstruction, multi-use path construction, and intersection improvements. Project goals include elimination of a traffic signal in favor of a roundabout along with a road diet to better utilize public right-of-way for the path and provide a linear park along the Village’s retail district. Phase I engineering is utilizing local and Cook County Invest in Cook funds and being processed through IDOT Local Roads. Project also includes topographic survey, data collection, intersection evaluation, preliminary engineering, environmental studies, drainage studies, and potentially applying for FAU route designation. Michael prepared roadway and ADA plans as well as cost estimates.

Hainesville Road Improvements, Lake County DOT – Round Lake Beach, Illinois | Design Engineer providing Phase I and II engineering services for this 1.5-mile corridor widening of Hainesville Road from Washington Street to Rollins Roads. Key challenges associated with the project included providing pedestrian connectivity, minimizing impacts to wetlands, and right-of-way, as well as developing a closed drainage system for the roadway. Michael was responsible for geometric design and roadway plan preparation.

City of Lockport Downtown Revitalization, City of Lockport – Lockport, Illinois | Project Engineer providing feasibility, planning, design, and construction management support services for streetscape improvements along State Street in downtown historic Lockport. Enhancements included various hardscape and streetscape elements, including brick paver sidewalks, limestone outcroppings and planters, bicycle racks and benches, ADA design, and rehabilitation of existing pedestrian lighting. Project was designed and permitted by IDOT, and construction of the streetscape elements were coordinated with an ongoing IDOT roadway rehabilitation project along IL Route 171 and IL Route 7. Project was awarded the APWA Public Works 2020 Project of the Year: Southwest Branch for transportation projects in the \$5- to \$25-million range. Michael developed roadway, ADA, lighting and electrical plans, as well as cost estimates.



167th Street Multi-Use Path, Village of Orland Park – Orland Park, Illinois | Project Engineer for this Phase I study for a new, one-mile, multi-use path along 167th Street. Improvements included sidewalk removal, new asphalt path, earth excavation and embankment, retaining wall, grading and reshaping of existing ditches, new storm sewer, and pedestrian signals at railroad and roadway intersections. V3 performed a wetland delineation within the Marley Creek floodway/floodplain, a Waters of the U.S. and emergent wetland. Michael was responsible for preparing multi-use path plans as well as the ADA design at intersection crossings.

Hero's Trail Extension, Village of Homer Glen – Homer Glen, Illinois | Project Engineer providing Phase I design engineering services for the 3,000-foot extension of this multi-use trail which connects Heatherwood Drive at Culvert Park to Coachmen Lane through the ComEd right-of-way. Services included a topographic survey and wetland delineation as well as coordination with ComEd to avoid utility towers. V3 ensured that the path was ADA compliant and also included wayfinding signage and high visibility crosswalks. Michael was responsible for preparing concept plans.

IL Route 43 (Harlem Avenue) Street Lighting Maintenance Improvements, Village of Orland Park – Orland Park, Illinois | Project Engineer for Phase II engineering services for street lighting improvements on Harlem Avenue from 159th Street to 151st Street. Improvements included replacing existing lighting fixtures with LED fixtures, replacing existing wiring, replacing the existing street lighting controller, and installing GFCI receptacles on existing light poles. Michael was responsible for photometric exhibits, final plans, and cost estimates.

Hope Drive Extension, Village of Hebron – Hebron, Ohio | Project Engineer for the extension of 360 linear feet of public roadway and sidewalk as well as approximately 600 linear feet of watermain to provide a new secondary access to a large residential development. V3 provided funding assistance, survey, design engineering services, permitting assistance, bidding administration, and construction administration. Due to the depth of the existing sewer, the new storm sewer required lowering the existing waterline to provide adequate drainage; however, our team worked with the contractor to identify an alternative corridor for the storm sewer which reduced project costs and avoided a water shut down for the residents.

Division Street over I-57 Interchange Reconstruction, IDOT – Manteno, Illinois | Project Engineer for Phase II engineering services to replace the structure carrying County Highway 9 (Division Street) over I-57 as well as reconstructing the interchange ramps, County Highway 9, and an existing frontage road. The design includes hydraulic analysis, 3D modeling, and additional through lanes, turn lanes, median, and a shared-use path. Interchange ramps and the frontage road will be realigned to accommodate proposed improvements. Michael is responsible for roadway design of the I-57 resurfacing and ramp reconstruction improvements.

Dennison Street T-Turnaround, Village of Hebron – Hebron, Ohio | Project Engineer for the addition of a T-turnaround to this dead-end residential street allowing for vehicles to turn around by executing a three-point turn rather than having to use private driveways or reversing into the cross street. The design ensured that the new pavement did not affect the existing drainage pattern and that all improvements fit within the existing right-of-way. Impacts to existing utilities were avoided.

I-80 & Wolf Road Interchange Concept Feasibility Study, Village of Orland Park – Orland Park, Illinois | Design Engineer for the concept study of a new interchange at I-80 and Wolf Road. Currently, there is an eight-mile gap between existing local access interchanges along I-80 from US Route 30 to LaGrange Road. A total of eight interchange alternatives were developed, which sought to provide new access to/from I-80 while minimizing impacts to adjacent properties, environmental resources, and major utilities. Michael developed conceptual plans, exhibits, and cost estimates for each of the interchange alternatives.

Brookmont Boulevard Viaduct, City of Kankakee – Kankakee, Illinois | Project Engineer for Phase II design services for the replacement of a bridge that carries seven sets of CN Railroad tracks over Brookmont Boulevard. The proposed new bridge will be a 78-foot-long, single-span structure featuring a 92.5-foot-wide superstructure carrying six tracks and a 122.5-foot-wide substructure. The resulting improvements will provide a much safer viaduct with improved sight lines, increased clearances, ADA accessibility, and protection from flooding. Michael was responsible for developing the railroad maintenance plans for the new tracks once the bridge is completed.



Jason is a Senior Project Manager with experience focusing on arterial and expressway design, complex traffic staging, bicycle and pedestrian facilities, utility design/coordination, and constructability reviews. In addition to his extensive roadway design and contract document preparation experience, Jason's expertise also includes construction inspection and topographic survey. Jason specializes in finding solutions to unique project challenges while maintaining schedules and budgets.

YEARS OF EXPERIENCE

V3: 22 | Total: 24

EDUCATION

Bachelor of Science, Civil Engineering,
Valparaiso University

REGISTRATIONS

Professional Engineer:

- Illinois, #062-059941, 2007
- Indiana, #PE12200901, 2022
- Ohio, #PE.86380, 2021

Carriage Crest Park Detention Basin Improvements, City of Batavia –

Batavia, Illinois | Project Engineer responsible for performing a flood risk assessment as well as designing stormwater drainage improvements for this detention basin that was potentially causing structure flooding in the surrounding residential neighborhood. The project included preparing a detailed XP-SWMM model to evaluate potential improvements such as a new gravity storm sewer outlet, stormwater pump station, or new outfall into the Fox River. Our team worked to simplify permitting and utility coordination and also prepared construction documents for the chosen alternative which was a new stormwater pump station.

Laraway Road at US Route 45 Improvements, Will County DOT –

Frankfort, Illinois | Project Manager for this complete reconstruction of multiple sections of Laraway Road from a rural, two-lane road into an urban, four-lane roadway. Improvements include new medians, auxiliary turn lanes, HMA base and surface course, enclosed drainage, and traffic signal modernization. Our team analyzed alternative cost-effective means and methods of construction through a detailed maintenance of traffic plan.

Orland Park 2023 Resurfacing Program Phase I Study, Village of Orland Park –

Orland Park, Illinois | Project Manager for a rough design and cost estimate to secure Surface Transportation Program (STP) funding to maintain three local streets. More than 29,600 feet of roadway pavement, curbs, drainage structures, sidewalks, and ADA ramps were evaluated. The Phase 1 was approved by IDOT, allowing the Village to accurately budget for their next resurfacing program.

Old North-Oak-Chestnut Neighborhood Utility Improvements, Village of Addison –

Addison, Illinois | Project Manager for the separation of a combined sewer system as well as watermain replacement for this American Rescue Plan Act funded project that includes new watermain, new sanitary sewer, and new storm sewer with a new outfall into Salt Creek. Additional improvements include roadway resurfacing, sidewalk replacement, ADA improvements, as well as new curb, gutter, and drainage structures.

AT&T Utility Conflicts Resolution Design Services, AT&T –

Chicago Metropolitan Area | Project Manager executing SUE level A and B locating services for AT&T facilities. Design services include the evaluation of AT&T's current facilities and how they may affect a roadway improvement or bridge improvement. V3 also creates design plans to show the new



location of the service that needs to be relocated and provides structure services for redesigning existing manholes, designing hanging systems for duct packages under bridge decks, and creating standard details for temporary and permanent duct supports.

Oak Park Task Order 22-1E, Village of Oak Park – Oak Park, Illinois | Project Manager for the design of 2,554 feet of combined sewer main replacement and roadway reconstruction along three separate streets. A key challenge of this project was deciphering whether existing utilities, including water, sanitary, and gas services, were abandoned or still functional in this older community. Ancillary improvements included curb and gutter replacements, ADA updates, and driveway access enhancement. Utility coordination and permitting was required through MWRD.

Downtown Oak Park Watermain & Sewer Improvements, Village of Oak Park – Oak Park, Illinois | Project Engineer for the downtown Oak Park water and sewermain improvement project. Improvements include sewer lining and trenchless spot repairs to the existing combined sewer, removal and replacement of sewer, and the design of watermain and combined sewer to be augured and encased under a viaduct. Jason provided extensive utility coordination and permit coordination with the IEPA, Metropolitan Water Reclamation District of Greater Chicago, and the Union Pacific Railway. He also developed careful construction staging plans to minimize the impact to commuters, pedestrians, residents, and businesses as well as created a buildable plan set.

Farrell Road Path, City of Lockport – Lockport, Illinois | Project Engineer for the design and construction of a multi-use path along Farrell Road. The path runs adjacent to Lockport Township High School, providing a safe route to adjacent pedestrian access points. Acquisition of permanent easements with the school avoided costly utility relocations. Project was ITEP funded.

ComEd Engineering Quality Assurance, ComEd – Various Locations, Illinois | Project Manager for civil and structural improvements throughout northern Illinois for more than 300 substation, transmission, distribution, and facility improvement projects. Program includes inspection and observing construction to determine whether the work generally conforms to the plans, specifications, and approved submittals. Jason coordinates directly with the client, various contractors, and V3 team members. He has also assisted ComEd in developing standardized contract specifications for civil and structural elements.

Taylor Substation Firemain Replacement, ComEd – Chicago, Illinois | Project Manager for the replacement of an aging firemain that was leaking. Project included a new firemain and pump house with a loop design to better service the facility and isolate breaks more easily. Valves and hydrants were strategically installed to better manage the system. The main challenges were working around live electrical equipment that could not be shut down while the work was commencing as well as working around existing underground obstacles on the site. Additionally, there are existing underground tunnels and utility line to maneuver the pipe around.

College of DuPage Roadway, Parking Lot & Landscaping Improvements, College of DuPage – Glen Ellyn, Illinois | Lead Design Engineer for the development of schematic designs and construction documents for the proposed improvements for the 260-acre campus with more than 7,200 parking spaces. Project included reconstruction of parking lots and circulation roadways within the campus as well as aesthetic and landscaping improvements. Scope of work included designs for improvements of roadways, parking lots, stormwater, underground utility relocation, electrical lighting, and irrigation.

Westfield Park Drive Culvert Replacement, City of Westfield – Westfield, Indiana | Project Engineer for the replacement of deteriorated twin corrugated metal culverts on Westfield Park Drive. The end sections of the existing culverts had deteriorated, and the roadway edge was starting to fail and erode into the Creek. V3 performed hydrologic and hydraulic modeling for the replacement of the culverts with a 20-foot, precast, con-span structure in the regulatory floodway and obtained the necessary permits through the Indiana DNR. Project included extensive permitting with state, county, and local agencies as well as utility coordination.

143rd Street & LaGrange Road Intersection Improvements, Village of Orland Park – Orland Park, Illinois | Project and Field Engineer for extensive roadway improvements totaling \$12 million in pavement widening, pavement reconstruction, new watermain and oversized storm sewer, irrigation, street lighting, landscaping, plantings, brick pavers, and numerous decorative landscaping improvements. Jason was responsible for all of the design and construction plans on the project.



Rick is a Senior Project Manager with experience in public and private sector design and construction projects. His diverse background, including his construction engineering experience, has given him the practical knowledge that can be applied to the most unique and intense transportation and drainage projects. Rick's construction management, stormwater design expertise, and review agency coordination gives him a diverse skill set to deliver complex public works projects for a variety of clients.

YEARS OF EXPERIENCE

V3: 23 | Total: 39

EDUCATION

Bachelor of Science, Civil Engineering,
University of Illinois

CONTINUING EDUCATION

IDOT Training:

- *Documentation of Contract Quantities, #23-20579, 2023*
- *CMMS Documentation Training*
- *Concrete Structures*
- *Construction Materials Inspection Documentation*
- *HMA Inspection*
- *STTP-S33 Soils Field Testing & Inspection Course, #3910921, 2016*

Confined Space Training

GPS Certified

OSHA 10-Hour

REGISTRATIONS

Professional Engineer:

- *Illinois, #062-044557, 1988*
- *Indiana, #PE10809114, 2008*

Leadership In Energy & Environmental Design (LEED), 2008

ASSOCIATIONS

American Public Works Association

Bliss Road, Main Street, & Fabyan Parkway Intersection Improvements, Kane County DOT – Kane County, Illinois

| Resident Engineer on this multi-year, \$12 million project to re-align three minor arterial roadways with a new roundabout intersection, eliminating two signalized intersections. Multi-staged traffic control accommodated volumes exceeding 9,000 average daily traffic on each roadway. Of the 10,000 linear feet of new roadway, 4,500 linear feet was constructed through the adjacent farm field and included a box culvert crossing the jurisdictional Lake Run Creek. Our team oversaw all construction components, and Rick provided coordination with multiple local agencies, churches, and schools.

East New York Street Improvements, City of Aurora – Aurora, Illinois

| Project Manager for this STP funded arterial roadway reconstruction from Farnsworth Avenue west to Ohio Street. The half-mile corridor involves five intersections with new storm sewer, curbs, sidewalks, driveways, an adjusted roadway crown for drainage, and striping under live traffic conditions. Coordination with the adjacent City watermain contract, residents, and businesses was required. This IDOT-let contract was delivered ahead of schedule and below the \$1.3 million budget.

Central Avenue Reconstruction, Village of Western Springs – Western Springs, Illinois

| Project Manager for the Phase III construction engineering services for an extensive separation of sanitary from storm sewers throughout the Village. The new storm sewer was installed to depths of more than 30 feet and pipe sizes ranges from 12-inches to 66-inches in diameter. Approximately 5,000 square feet of Central Avenue was fully reconstructed with eight-inch PCC pavement. There were multiple undercuts with geotechnical fabric installation. More than 40 storm sewer structures were installed varying in size from nine-foot diameter manholes to two-foot inlets along with four junction chambers. Also, 100 feet of 84-inch steel casing pipe was auger and jacked under 47th Street to accommodate the 66-inch storm sewer.

Prairie Street Reconstruction, City of Batavia – Batavia, Illinois

| Project Manager on this IDOT-let, 2,900-foot roadway reconstruction with new HMA pavement, curb, gutter, drainage improvements, and new 12-inch watermain along Prairie Street. Project includes extensive sidewalk updates as well as updating six cross street intersections with ADA compliant ramps, updated striping, and a four-foot bike lane in each direction. Rick chaired weekly meetings as well as coordinated pay estimates and change orders through IDOT to deliver this project on schedule.



IL Route 53 & Joliet Road Intersection Improvements, Abbott Land Gateway, LLC – Romeoville, Illinois

Resident Engineer on this IDOT permit project to reconstruct the existing "tee" intersection to four legs, with adjacent turn lanes and new driveway access. Project included construction of new sanitary and watermain extensions, staged enclosed drainage improvements, full depth composite pavements on new embankment, curb, gutter, traffic signals, and replacement of the roadway lighting system. Rick provided inspection and documentation of contractor's activities as well as staged traffic control and temporary signals to maintain existing traffic patterns in this commercial/industrial district.

Residential Utility Improvements & Resurfacing, Village of Glen Ellyn – Glen Ellyn, Illinois

Project Manager for the full replacement of the existing watermain and storm sewer for five residential streets. Project included replacement of all existing watermain and sanitary services with cleanouts. Duane Street was fully reconstructed with new curb and gutter and asphalt pavement. V3's Construction Engineers coordinated daily with residents regarding driveway access, utility services, water shut offs, and other concerns.

2022 Sidewalk & Concrete Repair Program, Village of Glen Ellyn – Glen Ellyn, Illinois

Resident Engineer providing oversight and inspection services to Village staff on this \$320,000 locally funded project. More than 120 separate repair locations were identified and investigated for inclusion in the annual program, which included sidewalk, curb and concrete pavement repairs, HMA patching, and ADA ramp compliance.

Main Street & Deerpath Road Intersection Improvements, City of Batavia – Batavia, Illinois

Project Manager for this intersection widening and traffic signal installation project. Construction was staged to maintain traffic patterns to Randall Road, Batavia High School, and adjacent stakeholders, requiring a tight construction schedule during summer break and efficient utility relocations. Improvements include pavement removals, full depth HMA with new alignment and profile grades, enclosed drainage, PCC walks, and HMA pathways.

Elm & Earlston Drainage Improvements, Village of Downers Grove – Downers Grove, Illinois

Resident Engineer for installation of new 12-inch to 18-inch storm sewers and sump pump connections on four residential streets. Ancillary construction included full-depth pavement, swale drainage where possible, and replacement of driveway, sidewalk, and curb. Project included daily stakeholder coordination as well as proactive oversight of installed quantities and management of the non-special waste materials. This \$1.1-million contract that was completed in four months and \$200,000 below contract budget.

Batavia Area 3 Sewer Separation, City of Batavia – Batavia, Illinois

Project Manager for this \$1.5 million project to separate stormwater flows from the existing sanitary sewer system on five residential streets. Project included new stormsewer, sanitary sewer, and watermain as well as removal and replacement of pavement, sidewalk, curb and gutter. Multiple field adjustments were required for utility placement and site drainage was verified in the field. A direct point of contact was provided to keep residents informed and address any stakeholder concerns.

St. Charles Road Bridge Phase III, Village of Villa Park – Villa Park, Illinois

Project Inspector for the rehabilitation of the three-span structure carrying St. Charles Road over Salt Creek. All work was performed off the bridge structure and included complete removal of the superstructure above the beam seats, replacement of the deck beams, structural repair of the existing sub-structure, and full-depth HMA pavement. Permanent sheet piling was installed for scour protection around the piers while avoiding multiple utilities which crossed the creek. Rick inspected sheet pile placements for the sub-structure structural repairs, as well as demolition work during the first stages of construction where maintenance of traffic adjacent to IL Route 83 was critical.

Kirk Road Highway Safety Improvement Program, Kane County DOT – Kane County, Illinois

Project Manager for this \$1.3-million project to improve three intersections with signal modifications and ADA ramp improvements as well as five lineal miles of roadway related improvements. This was the first roadway project in northern Illinois to incorporate high friction surface treatments as a measure to reduce rear end collision frequencies. V3 identified material procurement shortfalls which minimized material delivery delays and also coordinated weekly meetings for advanced public notices, subcontractor activities, adjacent contract work, crosswalk closures, and material testing.



Dave is a Project Manager with extensive water resources engineering experience that makes him a valuable addition to any stormwater project. He has experience in municipal drainage design and flood remediation as well as obtaining project funding through federal and local grant applications. Dave is trained in a variety of related software applications including ArcGIS, XP-SWMM, HEC-RAS, HEC-HMS and Hydraflow.

 YEARS OF EXPERIENCE

V3: 5 | Total: 19

 EDUCATION

Bachelor of Science, Civil Engineering,
University of Illinois at Chicago

Master of Science, Civil Engineering,
University of Illinois at Chicago

 REGISTRATIONS

Professional Engineer: Illinois,
#062-062248, 2009

Certified Floodplain Manager: Illinois,
#IL-08-00372, 2008

Certified Professional in Stormwater
Quality™: #1049, 2016

Carriage Crest Park Detention Basin Improvements, City of Batavia – Batavia, Illinois | Project Manager responsible for performing a flood risk assessment as well as designing stormwater drainage improvements for this detention basin that was potentially causing structure flooding in the surrounding residential neighborhood. The project included preparing a detailed XP-SWMM model to evaluate potential improvements such as a new gravity storm sewer outlet, stormwater pump station, or new outfall into the Fox River. Our team worked to simplify permitting and utility coordination and also prepared construction documents for the chosen alternative which was a new stormwater pump station.

Old North-Oak-Chestnut Neighborhood Utility Improvements, Village of Addison – Addison, Illinois | Drainage Engineer for the separation of a combined sewer system as well as watermain replacement for this American Rescue Plan Act funded project that includes new watermain, new sanitary sewer, and new storm sewer with a new outfall into Salt Creek. Additional improvements include roadway resurfacing, sidewalk replacement, ADA improvements, as well as new curb, gutter, and drainage structures.

Laraway Road at US Route 45 Improvements, Will County DOT – Frankfort, Illinois | Drainage Engineer for this complete reconstruction of multiple sections of Laraway Road from a rural, two-lane road into an urban, four-lane roadway. Dave was responsible for performing detailed hydrologic and hydraulic modeling of Jackson Creek East Tributary 1 to determine floodplain elevations at the project site. In addition, roadway drainage design included storm sewer sizing, inlet spacing, and detention/floodplain storage to accommodate roadway widening and conversion to a closed drainage system. Regulatory approval was obtained from Will County DOT and IDOT.

Fernway Subdivision Drainage & Roadway Improvements, Village of Orland Park – Orland Park, Illinois | Drainage Engineer for the design of 2.2 miles of roadway reconstruction, storm sewer improvements, ditch regrading, and bike path patching in this residential subdivision. Services included ADA updates, aerial and traditional survey, and 3D modeling software for the roadway and storm sewer. Improvements to ditch slopes were designed to result in no adverse impacts to the multiple connecting streets or the 12 acres of grassy areas outside of the corridor.



Tinley Creek Bridge Replacement & Permitting, Elim Christian Services – Crestwood, Illinois | Project Engineer for the removal and replacement of this pedestrian bridge that was destroyed during a heavy rain event in early 2020. V3 removed the old bridge and worked with a truss bridge fabricator to design the new structure according to IDNR-Office of Water Resources and MWRD standards. An important design goal was to maintain the historic aesthetic of the bridge while still obtaining the necessary regulatory permits.

Smith Road & Cambridge Drive Drainage Improvements, DuPage County Stormwater Management – West Chicago, Illinois | Project Manager for drainage improvements to relieve flooding of residential backyards during storm events where several structures have been damaged. V3 performed a drainage study to evaluate the existing system using a detailed XP-SWMM hydrologic and hydraulic model and determined that existing inlets were undersized. Our team designed a relief storm sewer to increase conveyance and reduce peak water surface elevations.

Country Club Highlands Drainage Improvements, DuPage County Stormwater Management – Elmhurst, Illinois | Project Manager for drainage improvements to the intersection of Emroy Avenue and Victory Parkway where several residential structures have been damaged by floodwater. Project included a drainage study by preparing a detailed XP-SWMM hydrologic and hydraulic model of the existing drainage network. V3 designed storm sewer improvements to increase conveyance and reduce peak water surface elevations and prepared preliminary and final engineering plans and construction documents.

Cobb Drive Drainage Improvements, Village of Woodridge – Woodridge, Illinois | Project Manager for drainage study to evaluate the existing system and identify deficiencies that contribute to flooding. Project included a detailed XP-SWMM hydrologic and hydraulic model which determined that the storm sewer was undersized and could not convey stormwater runoff to the adjacent detention basin quickly enough to prevent flooding during intense, short duration storm events. V3 prepared a preliminary and final engineering plans as well as construction documents for the project and will provide construction supervision services during storm sewer installation.

Stormwater Program Manager, Metropolitan Water Reclamation District of Greater Chicago – Cook County, Illinois | Project Engineer for a new, multi-year stormwater master planning program which included preparation of individual study profiles (ISPs) for incorporation into the Cook County Stormwater Master Plan. Each ISP focuses on holistic solutions to stormwater management issues while also addressing other community needs such as economic and infrastructure improvement. ISPs were prepared for nine study areas identified by the Metropolitan Water Reclamation District of Greater Chicago and V3.

Burlington Highlands Site #2, Village of Downers Grove – Downers Grove, Illinois | Project Manager for stormwater management improvements to a 40-acre study area. Due to the sensitive nature of the receiving waterway, V3 strategically designed upstream drainage improvements to create no adverse impact to downstream areas while providing maximum hydraulic benefits to flooded properties upstream. The project is currently scheduled for Spring 2021 construction.

Elm & Earlston Drainage Improvements, Village of Downers Grove – Downers Grove, Illinois | Project Manager for drainage improvement design and construction document preparation for a four-acre study area. V3's creative approach to drainage design resulted in cost-savings for the Village as well as much needed relief to flooded residences without impacting traffic flow on Ogden Avenue during the construction process. Permitting and close coordination of storm sewer layout with IDOT was completed for storm sewer installation and repurposing within the Ogden Avenue right-of-way.

Cedar Road Phase II Engineering, Will County DOT – New Lenox, Illinois | Project Manager for replacement of a culvert crossing as part of this roadway reconstruction and widening project. Project included hydrologic and hydraulic analysis of the upstream watershed to calculate peak runoff rates and designed a new culvert crossing that met freeboard requirements. Permits were obtained from Will County, IDNR-Office of Water Resources and USACE.

Brookmont Boulevard Viaduct, City of Kankakee – Kankakee, Illinois | Project Engineer for Phase II drainage design for the replacement of a bridge that carries CN Railroad tracks over Brookmont Boulevard. Improvements were developed to safely store and convey stormwater runoff from more than 200 acres of upstream developed area to Soldier Creek. V3 designed a 100-cubic-foot-squared pump station per IDOT Drainage Manual criteria as well as several stormwater storage basins and conveyance sewer lines.

Joshua J. Straka, P.E.

QA/QC

AREAS OF EXPERTISE

- Municipal Engineering
- Utility Design
- Public Involvement
- Transportation Engineering
- Street Design and Reconstruction
- Project Management
- Traffic Engineering
- Roundabout Design
- Construction Administration

PROFESSIONAL EXPERIENCE

Consulting experience in the area of municipal and transportation engineering, roundabout engineering, utility engineering, construction engineering, and land surveying.

Traffic and Roundabout Engineering experience includes more than 200 roundabouts – 80 final designs with 60 of them constructed and in operation. Designated as a Level 3 Roundabout Designer/Reviewer by the Wisconsin Department of Transportation (WisDOT), the highest level attainable, and was the Project Engineer for the 2008 FDM/TGM Roundabout Chapter update for WisDOT Central Office. Has also been a key team member for the WisDOT Statewide Master Contract for Multilane Roundabout reviews (2005 to present) and mentor for roundabout geometric design principles for other consultants and county/state agencies throughout the Midwest.

Below is a sampling of Josh’s roundabout experience.

- Orland Park, IL (1 multilane)
- Illinois Route 47, Illinois DOT, (5 multilane)
- Hunt Club Road – Lake County, IL, (1 multilane, 1 single lane)
- Glidden Road and Rich Road DeKalb County, IL (1 single lane)
- Somonauk Road – Dekalb, IL (1 single lane)
- First Avenue and Scott Boulevard Roundabout – Iowa City, IA (1 single lane)
- Lindberg, Tippecanoe Cty, IN (1 single lane)
- Cumberland Tippecanoe Cty, IN (1 single lane)
- McKenzie/Franklin Street – Greenfield, IN (1 single lane)
- Palos Park, IL (1 multilane)
- US 45/WIS 100 Puetz Road (1 multilane)

- US 35/Riders Club, Mason Street, (2 single lane)
- US 18/151 Ridgeway, WI (1 single lane)
- CTH A & CTH EE, WI (1 single lane)
- STH 120, WI (2 multilane)
- Northwestern/Albert/ West High Street, WI, (1 multilane)
- Northwestern Avenue/Spring Street, WI, (1 multilane)
- US 12/STH 136, WI (2 multilane)
- US 12/CTH W, WI (2 single lane)
- US 51 Deforest/Windsor – Dane County, WI (6 Multilane)
- STH 55/CTH CE – Kaukauna, WI, (1 Multilane)
- Highland County Roundabout, OH, (1 single lane)
- CTH C / CTH MB Kenosha, WI, (1 single lane)
- WIS 83/16 Interchange Analysis (3 multilane)
- Athens, OH (1 multilane)
- STH 172 – Green Bay (3 multilane)
- US 51 – Stoughton – Dane County, WI, (5 multilane)
- STH 16/Main St/Oak Hill, Watertown, WI (1 multilane)
- STH 59/STH 26 – Milton, WI (3 single lane)
- Wis 33/Market Street/Northwoods (1 Multilane)
- STH 20 and USH 45/Colony Avenue (1 single lane)
- Sand Lake Road, Onalaska, WI (1 single lane)
- WIS 28 corridor Analysis, Sheboygan (5 multilane)
- US 12 & Lueders Road – Sauk County, (1 multilane)
- STH 145 – Washington County (1 single 4 multilane)
- STH 164 with CTH Q (1 multilane)

YEARS OF EXPERIENCE

20

YEARS WITH FIRM

20

EDUCATION

B.S. Civil Engineering – University of Wisconsin-Madison, 2002

REGISTRATION

Professional Engineer in Wisconsin

Joshua J. Straka, P.E.

- STH 114/55 (1 single lane)
- STH 114/CTH N (1 single lane)
- USH 10 & STH 32/57 (1 single lane)
- STH 33 /Green Bay Avenue (2 multilane)
- Shawanoo/Taylor Street Intersection (1 multilane)
- Hanson Road, Dane County (1 multilane)
- STH 20 and USH 45/Colony Avenue (1 multilane)
- USH 41 and STH 47 (3 multilane)
- USH 29/STH 124 (1 multilane)
- Elkhorn Road/Business 12, Whitewater, WI (1 multilane)
- STH 167 – Richfield, WI (1 multilane)
- North Corridor Study – Middleton, WI, (4 multilane)
- US 12, Sauk County, I-94, WI (6 multilane, 4 single lane)
- I-43/Hart Road – Beloit, WI (3 multilane)
- Prairie Village – Whitewater, WI (2 single lane)
- CTH ID – Mount Horeb, WI (4 multilane)
- UW-Madison (1 single lane)

Municipal Engineering and Transportation experience includes urban and rural street design, roundabout design, traffic analysis and studies, utility design, and construction observation; preparing contract documents, drawings, and specifications; survey work; and subdivision reviews. Road experience includes locally municipal funded streets, WisDOT municipal urban roadways, county roadways and state highways.

Currently serves as **Village/City Engineer** for the Village of Brooklyn and City of Monona. Responsibilities include providing design for municipal projects and water and wastewater systems; providing subdivision review; preparing bid specifications; attending public works committee meetings, planning and zoning meetings, and Board/Council meetings; reporting to the administrators, clerks and public works department; and handling ordinance review. Also serves as a City Engineer contact for the City of Fitchburg on an as-needed basis.

Utility Engineering experience includes design of sanitary sewer systems, water main systems, force main extensions, and system capacity analysis. Previous projects were in the City of

Madison, Fitchburg, Monona, MMSD, Windsor, Algoma, and Omro Sanitary Districts.

Construction Administration experience includes surveying, construction observation, scheduling, pay requests, quantity takeoffs, change orders, scope review, and progress meetings on highway, bridge, utility, and building projects.

Funding Agency experience includes working with communities to secure funding through the following programs:

- Stewardship Fund Program (WDNR)
- Economic Development Administration (EDA)
- Community Development Block Grant Program (CDBG)
- Congestion Mitigation and Air Quality (CMAQ)

PROFESSIONAL AFFILIATIONS

- American Society of Civil Engineers (ASCE)
- American Council of Engineering Companies of Wisconsin

Kyle R. Henderson, P.E.

Roundabout Geometrics

AREAS OF EXPERTISE

- Transportation Engineering
- Roundabout Design
- Traffic Modeling and Analysis
- Intersection Design Study
- Traffic Signal Design

PROFESSIONAL EXPERIENCE

Traffic Signal Planning and Design experience includes completing numerous traffic signal planning and design projects in multiple states. The tasks included in these projects were horizontal and vertical geometrics, permanent and temporary traffic signal equipment placement, and determining traffic signal timing parameters.

Traffic signal planning and design locations include the following:

- Exchange Street at IL-394 – Crete, Illinois – Will County DOT
- Wolf Road at Joliet Road & 79th Street, Indian Head Park and Burr Ridge, Illinois – Village of Indian Head Park and CCDOH
- Four traffic signals along IL 47 – Woodstock, Illinois - IDOT D-1
- IL 47 and IL 176 West and IL 47 and IL 176, East south of Woodstock, Illinois – IDOT D-1
- Kirk Road and IL 38 and Kirk Road and Cherry Lane, Kane County DOT – Kane County, Illinois
- IL 83 and Winchester Road – Lake County, Illinois - LCDOT
- Gary Avenue and North Avenue – Kane County, Illinois DuPage County, Illinois – Kane County, Illinois - DuPage County DOT
- I-39 and WIS 11 (Avalon Road) Diverging Diamond Interchange – Janesville, Wisconsin
- Madison Beltline and Verona Road Single Point Interchange – Madison, Wisconsin
- Verona Road and County PD Single Point Interchange – Fitchburg, Wisconsin
- Theater Road and Midwest Drive in – Onalaska, Wisconsin

Roundabout Design experience includes all horizontal and vertical geometry to achieve desirable critical design parameters. WisDOT Level 2 (of 3) Qualified Roundabout Designer. Roundabout design locations include the following:

- Five roundabout intersections along IL 47, Woodstock, Illinois
- Ravinia Avenue and 147th Street, Orland Park, Illinois
- STH 55 and CTH CE, Kaukauna, Wisconsin
- Sand Lake Road and Riders Club Road, Onalaska, Wisconsin
- Northwestern Avenue (STH 38) and Spring Street, Racine, Wisconsin
- Northwestern Avenue (STH 38) and High Street/Albert Street, Racine, Wisconsin
- USH 12 and STH 120 Interchange, Lake Geneva, Wisconsin
- Janesville Road (STH 24) and Forest Home Avenue, Hales Corners, Wisconsin
- USH 51 and STH 138, Stoughton, Wisconsin
- USH 51 and Hoel Avenue/Silverado Drive, Stoughton, Wisconsin
- USH 51 and CTH B/AB, Town of Dunn, Wisconsin
- Montgomery Road and SR 126 Interchange Conversion, Montgomery, Ohio

YEARS OF EXPERIENCE

17

YEARS WITH FIRM

17

EDUCATION

B.S. Civil Engineering – University of Wisconsin-Platteville, 2006

REGISTRATION

Professional Engineer in Illinois and Wisconsin

Kyle R. Henderson, P.E.

Traffic planning experience includes the preparation of traffic impact studies, corridor improvement planning studies, and intersection traffic analysis for several projects, including the following:

- IL 47 Phase 1 – Woodstock, Illinois
- Wolf Road Phase 1 - Indian Head Park and Burr Ridge, Illinois
- US 41 Interstate Conversion – Southeastern and Northeastern Wisconsin
- WIS 100 Traffic Study – Milwaukee County, Wisconsin
- WIS 172 Corridor Study – Green Bay, Wisconsin
- Floyd County Thoroughfare Plan – Floyd County, Indiana
- I 39 and WIS 11 (Avalon Road) Diverging Diamond Interchange – Janesville, Wisconsin
- Madison Beltline Planning and Environmental Linkages (PEL) Study – Madison, Wisconsin
- Montgomery Road and SR 126 Interchange Conversion – Montgomery, Ohio

Duties included collecting field traffic data, preparing traffic forecast reports, assembling traffic data, performing traffic modeling, and preparing reports.

Traffic Modeling and Analysis – Proficient in traffic modeling and analysis programs, including Synchro/SimTraffic, HCS, SIDRA, RODEL, Paramics, and VISSIM. Kyle has developed and evaluated several extensive and detailed traffic models including the following:

- HCS, Synchro, and SIDRA models for 12 intersections along IL 47 – Woodstock, Illinois
- HCS analysis for IL 394 and Exchange Street - Crete, Illinois, Will County DOT
- Various HCS analysis for use in IDS documents throughout Illinois
- Synchro and SIDRA analysis of the I-39 and WIS 11 Diverging Diamond Interchange.
- VISSIM model of WIS 125 from County CB through Perkins Street, a distance of 3.3 miles.

- A detailed VISSIM model of IL 47 and Lake Avenue in Woodstock including pedestrian crossing simulations for use at Public Involvement Meetings.

Intersection Design Study experience includes completing more than 60 Intersection Control Evaluations in numerous states and completing more than 20 IDOT Intersection Design Studies.

Intersection Design Study locations include the following:

- Nine IDS's along IL 47 – Woodstock, Illinois
- Three IDS's along Wolf Road – Indian Head Park and Burr Ridge, Illinois
- Two IDS's at IL 47 and IL 176 south of Woodstock, Illinois
- Two IDS's along Kirk Road – Kane County, Illinois
- IL 394 and Exchange Street - Crete, Illinois, Will County DOT
- IL 83 and Winchester Road – Lake County, Illinois
- I-39 and WIS 11 (Avalon Road) –Janesville, Wisconsin
- WIS 19/WIS 113/County I – Westport, Wisconsin
- Chillicothe Street and 2nd Street – Portsmouth, Ohio
- WIS 69 and County PD – Paoli, Wisconsin
- WIS 38 (Northwestern Avenue and Spring Street – Racine, Wisconsin

PROFESSIONAL AFFILIATIONS

- Institute of Transportation Engineers (ITE)



YEARS OF EXPERIENCE

18 / 12 at HLR

PROFESSIONAL LICENSES

Certified General Appraiser, Illinois,
#553-001802

Real Estate Managing Broker, Illinois,
#471-000308

PROFESSIONAL DESIGNATIONS

SR/WA, #6795, International Right of
Way Association

EDUCATION

B.A., Economics,
Northern Illinois University,
DeKalb, IL

Dave Rogers is an Illinois-licensed Certified General Appraiser with over 18 years of experience in the analysis and valuation of a wide variety of commercial, industrial, and residential properties. He prepares appraisal assignments for the purpose of acquisitions, divestitures, financing, ad valorem taxes, lease analysis, highest and best use studies, the allocation of purchase price and valuations for use in eminent domain and condemnation cases.

In addition to written appraisal reports, Dave has also served as a review appraiser, testified as an expert witness in eminent domain cases, and has served as a consultant to both private entities/individuals and governmental agencies in condemnation matters.

REPRESENTATIVE PROJECTS

Multiple Parcels, Illinois State Assistant Attorneys General. Performed appraisal reports detailing fee simple values of multiple parcels, their associated acquisitions, temporary easements, and permanent easements. Also provided expert testimony during Quick Take hearings for these parcels.

Multiple Parcels, Illinois State Tollway Highway Authority. Performed appraisal reports and appraisal reviews on multiple parcels on the Central Tri-State project and the Elgin O'Hare Expressway project.

143rd Street Land Acquisition Services, Will County Division of Transportation. Project Manager for the land acquisition portion of a road project for the Will County Division of Transportation affecting over 100 parcels along 143rd Street in Homer Glen. Project includes appraisals, review appraisals, and negotiations and managing five subconsultants.

80th Avenue from 191st Street north to 183rd Street, Will County Division of Transportation. Performed review appraisal reports for appraisals detailing fee simple values of 42 parcels and associated acquisitions, temporary and permanent easements for Will County. Property types ranged from farmland, industrial, medical office, retail, restaurant, gas station and auto repair.

Montgomery Road at Virgil Gilman Trail, Kane County Division of Transportation. Responsible for appraisals and review appraisals for temporary easements on three parcels consisting of a recreational trail located in the Village of Montgomery and owned by the Fox Valley Park District.

Laraway Road from Cedar Road to Stonebridge, Will County. Performed appraisal reports detailing fee simple values of 30 parcels and associated acquisitions, temporary easements, and permanent easements for Will County Division of Transportation. Property types ranged from single and multi-family residential, bowling alley, fast food restaurant, pharmacy, and gas station.

Boughton Road and Woodward Avenue, DuPage County. Performed appraisal reports detailing fee simple values of 15 parcels and associated acquisitions, temporary easements, and permanent easements for DuPage County Division of Transportation. Properties ranged from single-family residential to big box commercial, shopping strip centers, fast food restaurant, and gas stations.

Kelsey Road, Lake County Division of Transportation. Performed appraisal reports for Lake County on two properties with permanent and temporary easements.

Multiple Parcels, HDR, Inc. Performed appraisals for the disposal of excess land parcels in Cook County.

Deerfield Road, Illinois Route 21 to Saunders Road; Christopher B. Burke Engineering, LTD. Responsible for appraisals and review appraisals for twenty parcels including single family, commercial and industrial properties with fee simple acquisitions and temporary easements.

Skokie Valley Trail, Dempster to Golf Road, A. Epstein & Sons International, Inc. Responsible for appraisals and review appraisals for seven parcels including railroad and utility-owned properties with fee simple acquisitions, permanent, and temporary easements.

Midlothian Turnpike, Central Avenue to Pulaski Road, Farnsworth Group, Inc. Responsible for appraisals and review appraisals for eight parcels including single family, commercial and industrial properties with fee simple acquisitions and temporary easements.

Pace Bus – West Division Facility, Pace Suburban Bus. Perform a review of two submitted appraisals regarding the permanent and temporary easement to be impressed on the subject property. The detailed analysis of each of the reports resulted in an appraisal review which identified major differences between the reports including, assumptions made, methodologies used, and the level of support provided for value conclusions.

Francis Road at Parker Road, Will County. Performed appraisal reports for 18 parcels along Francis Road, including single-family residential, farmland, and horse properties.

Impact Analysis of Auto Dealership, CenterPoint Integrated Solutions. Determine whether the development of the subject site with a CarMax dealership would have a detrimental impact on the home values of a nearby residential subdivision.

Jacaranda Subdivision Analysis, School District U-46. Performed appraisal for entitled 15 lot residential subdivision for divestiture for school district.

Streamwood Elementary School, School District U-46. Performed appraisal for Streamwood Elementary School for divestiture by the school district.

IL Route 22 from Quentin Road to IL Route 83, HNTB Corporation. Performed appraisal reports detailing fee simple values of 33 parcels and associated acquisitions, temporary and permanent easements for IDOT, District 1. Property types ranged from single-family residential to Forest Preserve land, and commercial properties, including the Kemper Lakes Office property.

IL Route 53/68 (Dundee Road) at US Route 12 (Rand Road), HNTB Corporation. Provided appraisal review services for parcels along IL Route 68 (Dundee Road) in Palatine for IDOT, District 1. **Weber Road from Normantown Road to 135th Street, Will County Division of Transportation.** Performed appraisal reports for 18 parcels along Weber Road.

Various Land Acquisition Services, HNTB Corporation. Responsible for providing appraisals and review appraisals through a subcontract with HNTB Corporation to perform appraisals, review appraisals, cost estimates, and negotiation services for the Illinois Department of Transportation, District 1. These parcels are assigned on a work-order basis. Projects have included review appraisals on IL 132-Munn Road to Granada Boulevard, IL Route 83 at Atkinson Road, IL 171 at Willow Springs Road, U.S. 20 in Cook County, IL 68 over Middle Fork North Branch, Barrington Road from IL 72 to Central Road; appraisals on I-55 at Weber Road, IL 173 at Wilmot Road, Des Plaines River Road from Touhy to U.S. Route 12 in Cook County, U.S. 30 from I-55 to IL 59 in Will County, Atkinson Road Extension, and IL 132 at Des Plaines River in Lake County.

NEC Ravinia Avenue at 147th Street, Village of Orland Park, Strand Associates. Performed appraisal report detailing fee simple value of the subject parcel, the acquisition, and a temporary easement. The property was burdened with a detention pond serving a larger development.

Various Properties, Will County. Performed appraisal reports detailing fee simple values of properties including the States Attorney Building, the Counseling Center Building, the City of Joliet parking lot, and the Will County Courthouse parking lot. The Courthouse property included the value of the proposed right-of-way and an “after value”.

Wheaton Sanitary District. Performed appraisal reports for 38 parcels including commercial, residential, and public entity owned properties.

Bell Road at 143rd Street, Will County Division of Transportation. Provided appraisal reports on 55 parcels for this highway improvement.

IL Route 47 at O’Brien/Vanderkarr Road, HNTB Corporation. Provided appraisal review services for three parcels along O’Brien/Vanderkarr Road in McHenry County for IDOT, District 1.

Family Shelter Service, Wheaton, IL. Performed appraisal reports detailing fee simple value of two properties to aid the board in the decision to potentially sell the properties.

8941 Western Avenue, Chicago, Forest Preserve District of Cook County. Performed appraisal detailing the fee simple value of the subject property to determine fair market value for acquisition by the FPDC.



YEARS OF EXPERIENCE

25 / 12 at HLR

CONTINUING EDUCATION

Federal Highway Administration:

Land Acquisition: Negotiation Skills Workshop, September 2019

Land Acquisition: A Federal and State Update, June 2019

Appraisal Principles and Procedures Under the Uniform Act, November 2016
Uniform Act Workshop, November 2015

Acquisition & Negotiations November 2014

International Right of Way Association:

Basis Negotiator Training, IDOT, March 2023

Principles of Real Estate Law, December 2019

Legal Symposium, April 2016

Advanced Relocation Assistance II, Course 506, August 2004

Advanced Relocation Assistance I, Course 505, November 2003

Computing Replacement Housing Payments, Course 504, November 2003

Relocation Assistance, Course 501, July 2003

Engineering Plan Development and Application, Course 901, April 2002

Colette is a Land Acquisition Negotiator with over 25 years of experience acquiring additional right-of-way needed for highway improvements. She routinely meets and communicates with property owners, prepares and obtains conveyance documents, and clears titles. Colette previously worked as a negotiator, a local-agency program coordinator, relocation agent, and internal compliance reviewer for the Illinois Department of Transportation (IDOT) and other consultants.

REPRESENTATIVE PROJECTS

South McLean Boulevard – Spring Street to South Lancaster, Village of South Elgin. Currently negotiating the acquisition of fee simple and temporary construction easements from twenty-six residential and commercial properties in Kane County.

Prairie Street at Wilson Street – City of Batavia, TranSystems. Currently negotiating the acquisition of fee simple, permanent easements and temporary construction easements from ten commercial, residential, and railroad properties in Kane County for the City of Batavia as a subconsultant to TranSystems.

Winchester Road at Illinois Route 83, Lake County DOT, Strand Associates. Negotiated the acquisition of fee simple and temporary construction easements from four agricultural properties in Lake County for the Lake County Division of Transportation as a subconsultant to Strand Associates.

Skokie Valley Trail – Village of Skokie, A Epstein and Sons, Int'l. Currently negotiating the acquisition of fee simple, permanent easements and temporary construction easements from seven commercial, railroad, and utility properties in Cook County for the Village of Skokie as a subconsultant to Epstein.

Midlothian Turnpike – Central Avenue to Pulaski Road, Farnsworth Group. Negotiated the acquisition of fee simple and temporary construction easements from seven industrial and residential properties in Cook County for the Village of Crestwood as a subconsultant to Farnsworth Group.

Indian Boundary Road Over Spring Hole Creek, Strand Associates. Currently negotiating the acquisition of fee simple, permanent easements and temporary construction easements from three park district and residential properties in Will County for the Village of Plainfield as a subconsultant to Strand Associates.

Cedar Road at Haven Avenue, Christopher B. Burke Engineering, Ltd. (CBBEL) Currently negotiating the acquisition of fee simple from two residential properties in Will County for the Village of New Lenox as a subconsultant to CBBEL.

Bell Road – 151st Street to Martingale Lane, Will County Division of Transportation (DOT). Currently negotiating the acquisition of fee simple, permanent easements, and temporary construction easements from fourteen commercial, residential, and utility properties in Will County.

Montgomery Road, at Virgil Gilman Trail, Kimley-Horn. Negotiated the acquisition of three temporary construction easements from park district property in Kane County for the Kane County Division of Transportation as a subconsultant to Kimley-Horn.

North First Street at Kishwaukee River Trail, City of DeKalb. Negotiated the acquisition of a permanent easement from one commercial property in DeKalb County.

Elgin O'Hare Expressway, Franklin-Green, ISTHA. Negotiated the acquisition of fee simple and temporary construction easements from ten industrial properties in DuPage and Cook Counties.

County Line Road, Will County DOT. Negotiated the acquisition of fee simple from three agricultural properties in Will and Kankakee Counties.

Coombs Road Over DM&E RR (now CPRR), Elgin Township Road District. Negotiated the acquisition of fee simple, permanent easements, and temporary construction easements from six railroad, commercial, and residential properties in Kane County for the Township of Elgin.

IL Route 19 at Wise Road, IDOT. Negotiated the acquisition of temporary construction easements from seven commercial properties in Cook County.

IL Route 83 at Atkinson Road, IDOT. Negotiated the acquisition of fee simple and temporary construction easements from nine commercial and industrial properties in Lake County.

U.S. Route 45 at IL Route 173, IDOT. Negotiated the acquisition of fee simple and temporary construction easements from seven commercial and agricultural properties in Lake County.

U.S. Route 6/IL Route 7 (Will-Cook Road to U.S. Route 45), IDOT. Negotiated the acquisition of temporary construction easement extensions from four commercial properties in Cook County.

Des Plaines River Road at Robinson Road, IDOT. Negotiated the acquisition of fee simple and temporary construction easements from seven commercial and industrial properties in Cook County.

U.S. Route 6 at Gougar Road, IDOT. Negotiated the acquisition of temporary construction easement extensions from three agricultural properties in Will County.

Wolf Road (IL Route 21 to North of Hintz Road), IDOT. Negotiated the acquisition of fee simple and temporary construction easements from eleven residential and commercial properties in Cook County.

Lake Avenue, South Street, and Madison Street Roundabout, City of Woodstock. Negotiated the acquisition of fee simple, permanent easements and temporary construction easements from six residential and commercial properties in McHenry County.

U.S. Route 30 at Harvey Road, IDOT. Negotiated the acquisition of fee simple and temporary construction easements from five residential and commercial properties in Kendall County.

IL Route 72 at State Street/Getzelman Road, IDOT. Negotiated the acquisition of fee simple and temporary construction easements from fifteen residential and commercial properties in Kane County.

IL Route 131 (29th Street to proposed Kenosha Road), IDOT. Negotiated the acquisition of fee simple and temporary construction easements from fifteen residential, commercial and agricultural properties in Lake County.

U.S. Route 6 (Pulaski/Crawford and Kedzie), IDOT. Negotiated the acquisition of fee simple and temporary construction easements from twelve commercial and residential properties in Cook County.

Wood Street north of Little Calumet River, IDOT. Negotiated the acquisition of fee simple and temporary construction easements from fifteen residential and commercial properties in Cook County.

Kishwaukee Bike Path, City of DeKalb. Negotiated the acquisition of fee simple from two residential parcels adjacent to the Kishwaukee River between IL Route 38 and the Union Pacific Railroad needed for the construction of the new Kishwaukee River Bike Path in DeKalb County.

Ravinia Avenue at 147th Street, Orland Park, Strand Associates. Negotiated the acquisition of a fee simple and temporary construction easement from one commercial property in Cook County for the Village of Orland Park as a subconsultant to Strand Associates.

U.S. Route 14 at Wilke Road, Village of Arlington Heights. Negotiated the acquisition of permanent easements and temporary construction easements from five mixed-use properties in Cook County.

IL Route 7 (I-355 to Will-Cook Road), HNTB Corporation. Negotiated the acquisition of fee simple and temporary construction easements from ten mixed-use parcels in Will County for IDOT as a subconsultant to HNTB.

U.S. Route 14 (West Lake Shore Drive to Crystal Lake Avenue), HNTB Corporation. Negotiated the acquisition of fee simple, permanent easements and temporary construction easements from thirty-seven mixed-use properties in McHenry County for IDOT as a subconsultant to HNTB.

Walnut Lane, Village of Schaumburg. Negotiated the acquisition of a temporary construction easement from one commercial property in Cook County required to replace the existing culvert.

IL Route 59 (Ferry Road to Aurora Avenue), Naperville, HNTB Corporation. Negotiated the acquisition of fee simple from seven mixed-use properties in DuPage County for IDOT as a subconsultant to HNTB.



Support Staff

CHUCK BARTOSZ, PLS | SUPPLEMENTAL SURVEY & PLAT OF HIGHWAYS

35 Years of Experience

Chuck is a Senior Project Manager with experience in all phases of land surveying. His project management work includes large-scale commercial and residential land development surveying projects from site development through final subdivision, construction and post-construction phases, as well as commercial, land title, and construction surveying. Chuck has performed location studies for municipalities, along with topographic and environmental studies. He has been involved in major land acquisition and route surveying projects for IDOT and the Illinois Tollway.



MIKE RECHTORIK, P.E., PTOE | ROADWAY LIGHTING

30 Years of Experience

Mike is a Senior Project Manager with expertise in the areas of intersection and roadway improvements, geometric design, streetscape design, lighting design, traffic studies, as well as traffic signal design and operations. His experience includes a wide range of planning and design projects for the Illinois Tollway, state and county transportation agencies, local municipalities, and private developers. Mike's responsibilities include management of public improvement and transportation projects and project quality assurance and quality control. Most recently, Mike has been serving as the Project Manager for the Village of Park Forest's Forest Boulevard Improvements project, which includes the preparation of complex, decorative lighting plans for a one-mile roadway reconstruction.



EMILY KUSZ, PLA | LANDSCAPE ARCHITECT

17 Years of Experience

Emily is a Landscape Architect with an extensive background in site and landscape design. She has civil engineering layout and plan development experience for commercial, institutional and residential projects. Emily has a diverse working knowledge of her field with a focus on low impact site design. Through her wide range experience, educational background and passion for the environment, Emily has cultivated a deep understanding and commitment to sustainable site development. Emily is the Landscape Architect for Lake County's Hainesville Road project. As part of this 1.5-mile corridor widening, Emily designed native stormwater basins to act as a buffer for the adjacent golf course property.





STAFF QUALIFICATIONS

BILL VEGRZYN, P.E., S.E. | RETAINING WALL DESIGN

37 Years of Experience

Bill is a Structural Project Manager with extensive experience in general roadway bridge design and evaluation, bridge studies, bridge design, and bridge construction for clients including local municipalities, Illinois Tollway, and IDOT. His project work has included Phase I, Phase II, and Phase III projects. Bill's recent retaining wall design experience includes the design of modular retaining walls at all four corners of a large box culvert system.



JON SHUPTAR, P.G. | PRELIMINARY SITE INVESTIGATIONS

17 Years of Experience

Jon has a variety of experience in environmental consulting, specializing in the characterization and interpretation of soil and groundwater contamination, and has extensive experience helping public and private sector clients with soil management issues. He is able to interpret environmental data and understand how site conditions relate to applicable regulations. Jon is routinely involved in sample plan development, leading field and drilling operations, reporting, historical research, and development of remediation strategies. Jon was responsible for conducting and authorizing preliminary site investigations (PESAs) for the Village's 153rd and Ravinia Roundabout Phase I and 167th Street Multi-use Path Projects. The PESA for 1675th Street included the assessment of 38 sites along the proposed route as well as federal and state database review.



NASHNAL SOIL TESTING LLC | GEOTECHNICAL INVESTIGATIONS

NST is a civil engineering, construction inspection and material testing firm headquartered in Plainfield, Illinois. NST is an MBE, DBE, and SBA (8a) Firm. They are prequalified with the Capital Development Board and IDOT-prequalified in the following categories: Special Services – Quality Assurance HMA & Aggregate, Special Services – Quality Assurance PCC and Aggregate, Geotechnical Services (General Geotechnical Services), Geotechnical Services (Structure Geotechnical Reports) and Geotechnical Services (Subsurface Explorations). NST has more than 10 years of experience providing geotechnical and QA/QC construction inspection services. NST has been providing subsurface soil investigations, pavement thickness verifications, construction inspection services to developers, contractors, and the public sector (Villages, Tollway, IDOT).





SECTION 4

PROJECT UNDERSTANDING & APPROACH

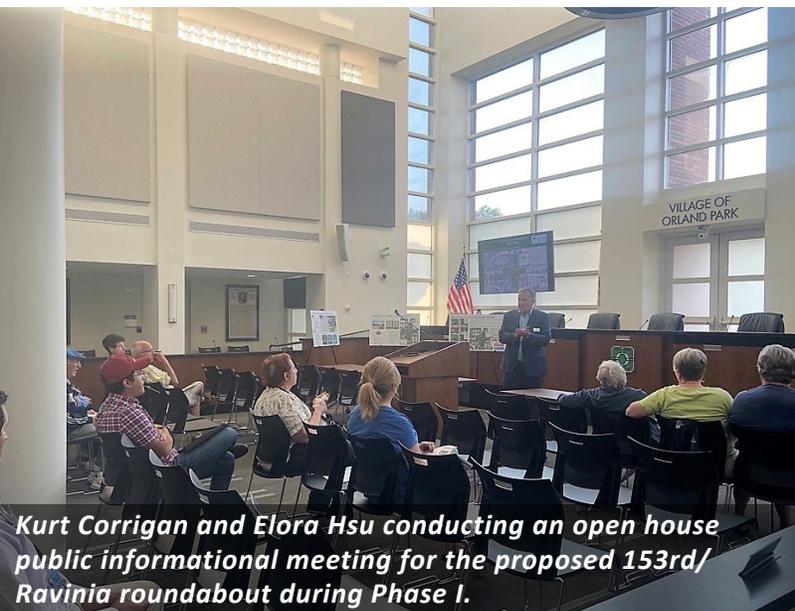


PROJECT UNDERSTANDING & APPROACH

The Village of Orland Park is seeking Phase II design engineering services for the implementation of a proposed roundabout at the intersection of 153rd Street at Ravinia Avenue. The V3/Strand team is currently in the process of completing the Phase I study for this project; IDOT design approval is anticipated to be received by the end of 2023. As part of our commitment to delivering a successful roundabout project, our approach for Phase II is to retain the same team that handled Phase I. This strategic decision is rooted in several key principles:

- **Seamless Transition:** By keeping the same team in place, we can ensure a smooth transition from Phase I to Phase II. Our team is already familiar with the project’s objectives, challenges, and community dynamics, enabling us to hit the ground running.
- **Design Consistency:** Maintaining continuity in our team means that the design vision established in Phase I remains consistent throughout the project.
- **Public Comfortability:** Having the same team in place reassures the community that their concerns and feedback from Phase I will be carried forward and addressed effectively in Phase II.

Our in-depth knowledge of the project and project area will help align the proposed roundabout improvements with the diverse perspectives of stakeholders; particularly concerning safety, landscaping elements, and traffic - both during and post-construction.



Kurt Corrigan and Elora Hsu conducting an open house public informational meeting for the proposed 153rd/Ravinia roundabout during Phase I.

Assessment of Project Challenges

Upon receiving Phase II notice to proceed, we will dive into the following key items and address what we identify to be the critical challenges early-on:

- ****Right-of-Way Evaluation at each corner of the roundabout.***
- ****Public and Private utility coordination.***
- ****Maintenance of Traffic and Construction Sequencing Considerations.***
- ****Pedestrian Crossing Enhancements.***
- Communicating with Residents and Village Officials.
- Funding.
- Project Schedule.

**** Top Challenges***



PROJECT UNDERSTANDING & APPROACH

the project, fostering effective conflict resolution and identification of necessary relocations and adjustments. Our primary objective is to minimize disruption to the public and businesses as well as ensure utilities are relocated efficiently to accommodate the construction of the roundabout.

* MAINTENANCE OF TRAFFIC & CONSTRUCTION SEQUENCING CONSIDERATIONS

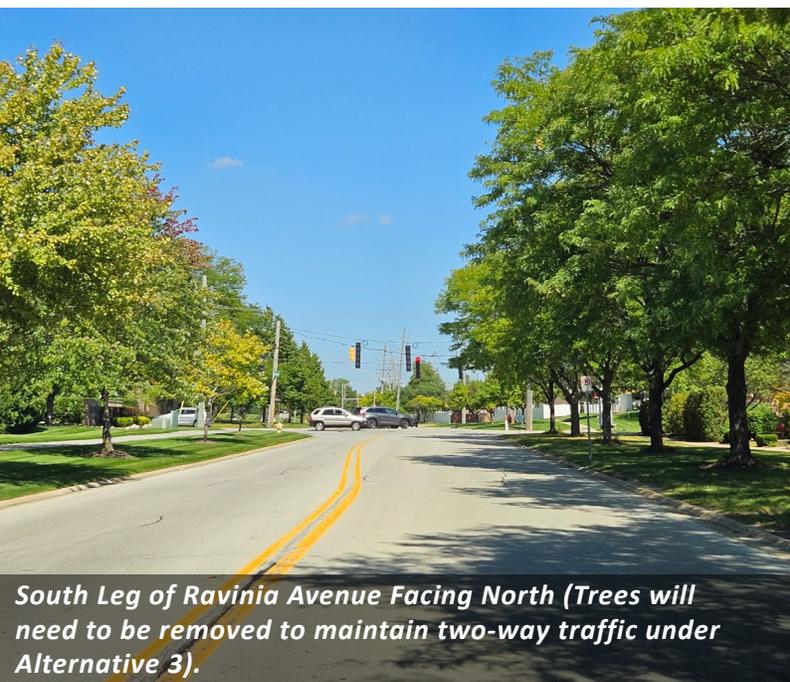
Properly planned Maintenance of traffic (MOT) ensures the safety of all stakeholders, including construction workers and the traveling public, and plays a significant role in shaping the sequence of construction activities. Effective coordination between MOT and construction sequencing is vital for the successful execution of the project.

MOT ALTERNATIVES EVALUATED

As part of the Phase I Study, V3 evaluated three alternatives for the Village's review and feedback:

- **Alternative 1:** Full closure of the intersection to accelerate the construction schedule.
- **Alternative 2:** Maintain one-way travel along Ravinia Avenue and 153rd Street (northbound and westbound, respectively).
- **Alternative 3:** Maintain two-way travel along Ravinia Avenue and full closure of 153rd Street.

With Ravinia Avenue running parallel to US Route 45 (LaGrange Road), our team considered the Village's interest in maintaining two-way traffic (**Alternative 3**) along Ravinia Avenue. From our preliminary evaluation, **Alternative 3** requires a larger amount of temporary pavement to accommodate the additional space necessary for construction barricades. As a result, additional trees will need to be removed to provide two-way travel. Ultimately, **Alternative 2** emerged as the recommended choice. This was driven by the fact that it offers a well-rounded approach to: maintaining access, reducing additional impacts due to installation of temporary pavement, and providing contractors with a less-restrictive work zone which optimizes efficiency and contributes to a shortened construction duration. Additionally, **Alternative 2** establishes a detour route along local roads versus US Route 45 (LaGrange Road) to streamline the various IDOT approvals that would be necessary on an IDOT route. Since the limits of the project are contained to the intersection and do not impede driveway access, it is expected that Ravinia Avenue and 153rd Street (outside of the project limits) can remain open to local traffic and mitigate further travel disruptions during construction.





PROJECT UNDERSTANDING & APPROACH

Given the recent installation of roundabouts within the Village, emergency services, Village officials, residents, and schools are acquainted with the different alternatives that our team could implement including maintaining two-way traffic on Ravinia Avenue while also possibly implementing one-way scenarios within the project limits. Our comprehensive team of designers and construction personnel will further explore solutions to minimize disruptions while ensuring safety during construction. ***For example, closing 153rd Street could be helpful in creating additional staging areas for contractors to expedite quadrant removals and reconstruction. Close coordination with fire, police, schools, and Village officials, combined with a keen understanding of the lessons learned from the recently constructed roundabouts, will be critical in ensuring the most effective approach to traffic management. Our team's thorough due diligence process during the Phase I will result in time savings for the Village.*** We will be prepared to meet with Village officials promptly to confirm our traffic management plan early-on.

ROUNDBABOUT CONSTRUCTION SEQUENCING INSIGHTS

V3's proposed Constructability Reviewer for this project, Rick Kipp, P.E., is currently overseeing the construction of the new Bliss Road roundabout in Kane County. He reviewed our preliminary plans and offers some of the following feedback for our team to consider and incorporate as part of detailing the MOT plan in Phase II:

- **Strategic MOT:** It is best to temporarily close the entire street within interim construction deadlines to allow for faster quadrant removal, construction, and landscaping. The MOT can be designed such that a single quadrant can re-open to allow minimal traffic in one direction, while the remainder of the 'leg' can be used as staging areas and parking and buffer zones for workers and equipment.
- **Equipment and Material Access:** Effective MOT considers the appropriate storage area to accommodate equipment, access for materials, and truck access.
- **Landscaping Challenges:** The island becomes a challenge once traffic is allowed within the roundabout. Consider temporary closures for truck access during topsoil/planting placements for short durations (1-2 days).
- **Lighting and Conduit:** Installation and/or electric service connections should be considered during staging descriptions
- **Storm Sewer Planning:** When planning MOT, consider storm sewer work carefully. Prioritize constructing lower outfall areas and working upstream for a logical construction flow. Additionally, we recommend using daytime closures and patching



153rd Street at Ravinia Avenue Facing West.



153rd Street at Ravinia Avenue Facing East.



Bliss Road Roundabout In-Progress Construction.



PROJECT UNDERSTANDING & APPROACH

to complete sewer work to allow for connections to be completed.

- **Subgrade Improvements:** If subgrade improvements include undercuts and treatments, roads will require closures for proper removals and placements. This must occur prior to storm sewer installs.
- **Grade Differences:** Grade differences create a special challenge, whereas traffic flow may not be able to be maintained. Paving partial lane widths and bypass lanes may work, but requires temporary barrier wall and tight working conditions.
- **Truck Apron:** The internal truck pavement must remain separated from the curb due to differences in pavement thickness.
- **Splitter Island Extension:** For the best results, use a colored concrete and stamp pattern together in one pour. This helps ensure consistent quality and avoid color differences that can happen with separate pours. By doing this all at once, we can keep the appearance and quality standards high, resulting in an attractive and long-lasting stamped concrete finish.
- **Optimal Stamped Concrete Medians:** The stamped concrete medians are best constructed with a colored concrete and stamp pattern that is coordinated in a single pour to control material quality issues and color differences. Coordinating the color and stamp pattern in a single pour not only enhances the aesthetic appeal of the finished product but also mitigates the risk of variations in color that can occur when separate pours are used. By integrating these elements in a unified process, we can maintain the desired appearance and quality standards, resulting in a visually appealing and durable stamped concrete finish.

Our team will work with the Village to address these insights as part of the overall MOT plan and contract specifications to deliver a roundabout project that minimizes disruptions and maximizes safety during construction.



Alternative 2: Proposed One-Way Detour Route.



V3's Rick Kipp overseeing the construction of stamped concrete truck apron for Kane County DOT's Bliss Road roundabout project.



Residents identified 154th Place as a route for cut-through traffic from Ravinia Avenue.



MINIMIZING CUT-THROUGH TRAFFIC

During V3’s Phase I public involvement process, the issue of increased cut-through traffic during construction was raised, which typically occurs when drivers use local streets as shortcuts to avoid congestion. Addressing cut-through traffic often requires a combination of traffic management strategies, including improved signage, traffic calming measures, and coordination with local authorities to discourage and divert non-local traffic away from residential areas. Our team offers the following potential solutions for consideration as part of our discussions with Village officials and public service providers:

- Police presence and enforcement to monitor traffic for the area (specifically Ravinia Glens subdivision).
- Restricting access at entrances to right-in/right-out.
- Well-placed signage to inform drivers about construction ahead.
- Communicate alternate routes through the Village’s website, social media, mailings, and/or newsletters.
- Consider placing temporary road closure barricade setback from 154th Place and/or Wilshire Drive, but ensure residents and emergency access are maintained.

INCREASED TRAFFIC ACTIVITY DUE TO LOCAL EVENTS/COMMERCIAL CORRIDOR

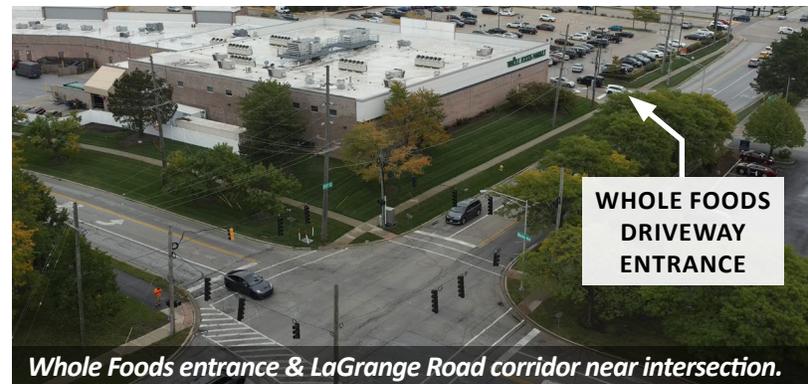
Our team’s local knowledge will prove beneficial to the project. For instance, we understand that the Darvin Furniture Store, situated south of the project site, hosts an annual summer sale event, leading to increased traffic along Ravinia Avenue. Additionally, just east of the project intersection, our team is aware of the busy entrance to Whole Foods and access to nearby restaurants along the LaGrange Road corridor. As part of the Phase I, we collected traffic counts on a Saturday mid-day to understand the peak period and how it is integrated with the proposed roundabout traffic flow.

Our proposed striping and geometrics plan (and corresponding MOT plan) will prioritize maintaining local access to businesses during construction and allow for safe maneuvers to and from 153rd Street.

This plan will be an integral part of the contract special provisions, aimed at proactively mitigating potential travel delays. Furthermore, we will continue to work closely with the Village and local businesses to ensure clear



Darvin Furniture Driveway south of the project location.



WHOLE FOODS DRIVEWAY ENTRANCE

Whole Foods entrance & LaGrange Road corridor near intersection.



PROJECT UNDERSTANDING & APPROACH

and effective communication with the community and their patrons.

Kurt's previous tenure as Orland Park's Village Engineer will be beneficial to stakeholder buy-in as part of on-going conversations with residents and businesses. Having coordinated the LaGrange Road Project, his familiarity and local knowledge will help deliver this project.

PEDESTRIAN & BICYCLIST DETOURS

Detouring pedestrians and bicyclists during construction is essential to ensure their safety and minimize disruptions. The detour route will consider safe routes, roadway crossings at controlled intersections, and typical destinations. Like vehicular detours, the strategic placement of advanced and well-positioned signage is of utmost importance in alerting pedestrians and cyclists to sidewalk or path closures. **Our construction documents will include a comprehensive detour plan for both non-motorized and motorized travel. Additionally, we are committed to providing the Village with easily-understood exhibits that effectively communicate with the public through the Village's website, social media channels, newsletters, and other pertinent platforms.** Our aim is to ensure that the community remains well-informed and that the detour process is as seamless as possible for all residents and travelers.

***PEDESTRIAN CROSSING ENHANCEMENTS**

After the public informational meeting, it was clear that pedestrian crossing safety, particularly among the older demographic, is a top concern for the community. While a modern roundabout's curved geometry naturally slows approaching traffic and splitter islands allow for pedestrians to cross in two phases, our team acknowledges the feedback raised from the public meeting. **Given the unique characteristics of the location at 153rd Street and Ravinia Avenue, which includes its proximity to commercial and residential areas, PACE bus stops, existing sidewalks, bike paths, and a significant elderly demographic, there is a compelling case to explore enhanced pedestrian crossing treatments.** Currently, the Village's other roundabouts employ standard pedestrian crossing treatments, such as 'Pedestrian Crosswalk' and 'Crosswalk Ahead' signs, high-visibility white pavement markings, and splitter island refuges. While there have been no reported pedestrian accidents at these locations, community feedback has highlighted a sense of discomfort among pedestrians when crossing roundabouts and a perceived lack of trust with drivers.

To address these concerns and improve pedestrian safety and confidence, the Village has an opportunity to provide innovative and enhanced pedestrian treatments for a roundabout, setting it apart from the two existing roundabouts in the Village. **Two viable options for consideration are the implementation of a Pedestrian-Actuated Warning Beacon or a Rectangular Rapid Flashing Beacon (RRFB). Both treatments are activated by the pedestrian.** These enhanced treatments can serve as effective tools to alert drivers to the presence of pedestrians and create a safer and more pedestrian-friendly environment at the roundabout. The standard warning beacon uses round amber flashing



Pedestrian-Actuated Warning Beacon.



RRFB with distinct paver crosswalk.



PROJECT UNDERSTANDING & APPROACH

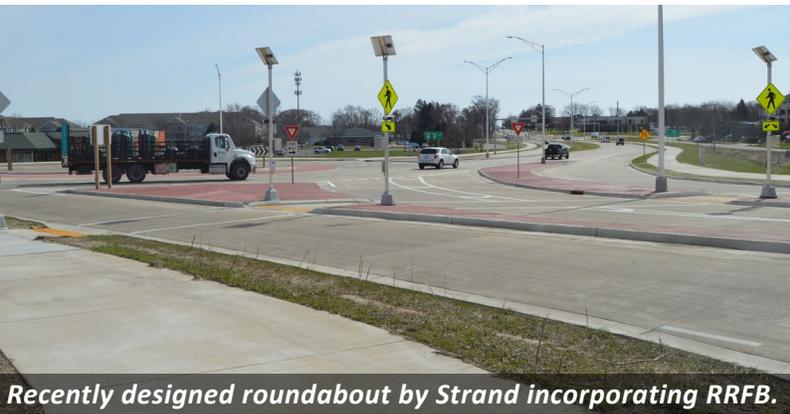
beacons, while the RRFB are rectangular shaped with high intensity signal heads that flash rapidly.

Furthermore, we could explore the possibility of using stamped or paver crosswalks as an alternative to the standard white pavement markings. This innovative approach can have the dual benefit of not only capturing drivers' attention more effectively but also enhancing aesthetics as well as the overall comfort and confidence of pedestrians while using the crosswalk.

In addition, we recognize the importance of a well-lit intersection. **Adequate lighting plays a crucial role in enhancing safety for both pedestrians and vehicles. Our team has experience in designing roadway lighting in compliance with the Village and IDOT D1 BLRS standards.** As part of our project approach, we will incorporate roadway lighting into the roundabout design. Additionally, we will conduct photometric assessments to ensure that the lighting fixtures are carefully designed to minimize light spillage into nearby residential areas.

By proactively exploring these options and tailoring the pedestrian crossing treatments to the specific needs of the project, the Village can demonstrate its commitment to enhancing safety and accessibility for all residents, particularly the elderly population, and create a model for improved pedestrian experiences at roundabouts throughout the community.

We will incorporate these topics into our Phase II kick-off meeting with IDOT to ensure that the process for enhancing pedestrian crossing treatments is discussed and followed diligently. This will help us stay on schedule and facilitate the necessary steps to enhance pedestrian safety at the roundabout.



Recently designed roundabout by Strand incorporating RRFB.



V3 Rendering: 153rd/Ravinia Stamped Crosswalk with RRFBs.

COMMUNICATING WITH RESIDENTS & THE VILLAGE OFFICIALS

Our team's involvement in the Phase I Study will provide the community with an additional level of confidence that their feedback will be taken into account and effectively addressed during Phase II. The following summarize some of the strategies our team would consider for this project:

- **Visual Renderings:** V3's in-house Landscape Architects can develop visual renderings of the project to enhance understanding and facilitate communication.
- **Project Website:** Consideration will be given to creating a dedicated project website, making specific project information easily accessible to all stakeholders.
- **Drone Imagery:** Drones can be employed to capture aerial images, offering a unique perspective on project progress for stakeholders.
- **Live Construction Feed (EarthCam):** The installation of an EarthCam will provide real-time visibility into construction activities, allowing the public to stay informed about project milestones. V3 installed an EarthCam as part of the Downtown Lockport Streetscape Improvements as an effective way to communicate progress with City officials and residents.



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- HOA Engagement:** Our team is prepared to meet with the Ravinia Glens Homeowners Association (HOA) to ensure that residents receive timely project updates and have a platform to address their concerns. Simplified maps and exhibits will be presented to convey construction staging plans and mitigation measures to reduce cut-through traffic. Renderings of the southwest corner and overall roundabout footprint will also help facilitate discussions and promote transparency of the project.

FUNDING

During Phase I, V3 played a crucial role in facilitating the acquisition of Surface Transportation Program-Local (STP-L) funding for Phase II, Phase III, and construction through collaboration with the Southwest Conference of Mayors (SCM). If additional funding is required for Phase III or construction, Brittany Matyas from SCM will require a formal letter from the Village summarizing the current funding status and outlining the projected increase request for the next phases of the project. As we move into Phase II, V3 remains committed to continuing our coordination with SCM.

Looking ahead, it is worth noting that in 2024, there will be an ITEP call for projects. V3 will work with the Village to consider applying for this opportunity, fully aware of the fact that right-of-way costs and pedestrian improvements are eligible under this grant. For example, our team was able to secure ITEP funding for the recent Lockport Downtown Streetscape project. We had already secured STP-L funding for construction and sought another opportunity during the 2022 call for projects. We were successful in obtaining ITEP funding and worked with IDOT to integrate the additional funding as part of the Phase II bid documents.

Another funding avenue to explore is Invest in Cook. We could apply for Phase III Construction Engineering funding, allowing the Village flexibility in reallocating the current STP-L Phase III funds towards construction. We have recent experience working with Invest in Cook through projects in the Village of Park Forest and City of Berwyn, where we successfully combined multiple funding sources for pedestrian enhancement and roadway improvements.

Below is a summary of our successful track record in processing projects through IDOT-BLRS and applying and securing funding for projects over the last five years:

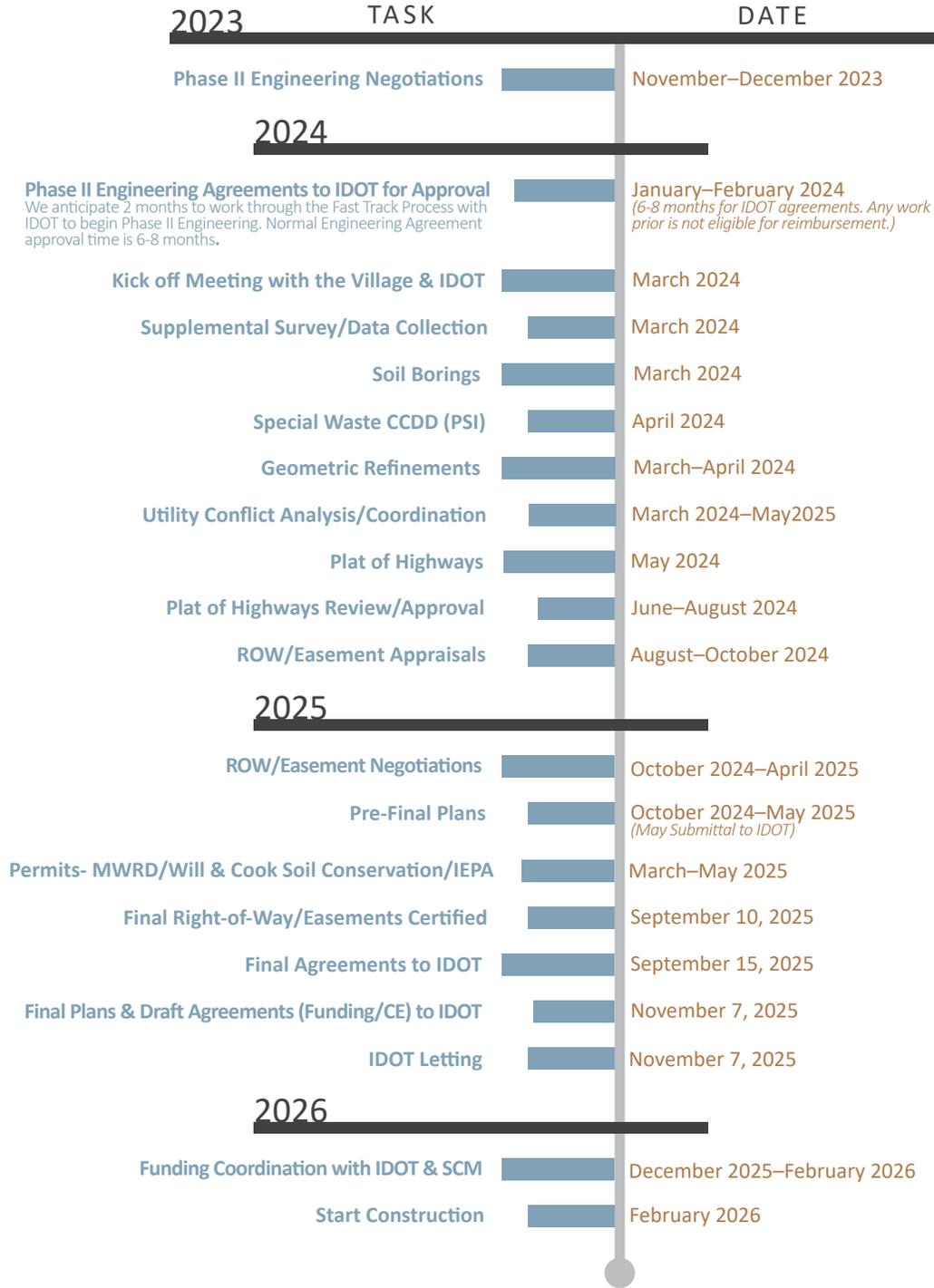
Locally-Led, Federally-Funded Projects Processed Through IDOT BLRS within Last Five Years	Client	Phase			Funding	
		I	II	III	Applied	Secured
153rd Street & Ravinia Avenue Intersection Improvements	Village of Orland Park				STP	\$2.1M
167th Street Multi-Use Path	Village of Orland Park				ITEP, STP	\$1.8M
IL Route 171 & New Avenue Intersection Improvements	City of Lockport				STP	
Forest Boulevard Improvements	Village of Park Forest				IIC, ITEP	\$3.6M
Higgins Bike Path	Village of Schaumburg					
Farrell Road Path	City of Lockport					
IL Route 53 Northern Pedestrian Connectivity Project	Village of Woodridge					
City of Lockport Downtown Revitalization	City of Lockport				STP, ITEP	\$2M
167th Street Pedestrian Crossing	City of Lockport				ITEP, STP	
Hero's Trail Extension	Village of Homer Glen				ITEP	\$0.3M
US Route 14 Multi-Use Path	City of Des Plaines				ITEP	\$2.8M
St. Charles Road Bridge over Salt Creek	Village of Villa Park				STP-BR	\$3M
Wolf Road Shared Use Path	Village of Western Springs					
Eola Road Realignment	City of Aurora					



PROJECT UNDERSTANDING & APPROACH

Project Schedule

Our team’s intricate knowledge of the project plays a role in our ability to maintain an efficient project schedule. It allows us to make informed decisions, promptly and proactively addressing potential risks. As stated above, we will prioritize coordination of the geometric refinements to facilitate discussions with the Village and property owners to engage the land acquisition/negotiation process. Moreover, this familiarity aids in optimizing how we allocate resources, ensuring that tasks are assigned to team members with the most relevant expertise. It also facilitates clear communication with stakeholders, reducing the likelihood of misunderstandings that can disrupt the schedule.





Scope of Services

The following is a list of Phase II scope of services necessary to successfully deliver plans, specifications, and construction estimates to the Village of Orland Park for the proposed roundabout improvements. These items define our project development approach:

SUPPLEMENTAL TOPOGRAPHIC SURVEY

V3 will pick up any additional survey necessary to complete the construction documents. A full topographic survey was completed during Phase I and this task is intended to provide more detail, as necessary, as the construction documents are developed.

PLAT OF HIGHWAYS

A plat of highways (Plat) along with legal descriptions will be prepared conforming to IDOT guidelines. The Plat will conform to those requirements necessary for recording in Cook County, Illinois and to Section 765 IL CS 205/9 of the Illinois Compiled Statutes. Our team will acquire and review title documents for each property requiring acquisition. Land acquisition services, such as appraisals and negotiations, will be provided by our subconsultant HLR.

GEOMETRIC REFINEMENTS TO PRELIMINARY ENGINEERING

Confirm and revise the geometric design to account for changes in splitter islands, potential improvements to pedestrian crossings, and minimize right-of-way impacts. As part of this geometric evaluation, we will conduct a thorough assessment of maintenance of traffic strategies to discuss with the Village. Additionally, we will examine the soil borings and pavement cores conducted by NASHnal to assess subgrade stability for pavement design purposes.

MOT EVALUATION

Our team will provide a detailed evaluation of the preferred maintenance of traffic resulting from additional coordination with Village officials and/or Village Board.

UTILITY COORDINATION

We will coordinate with the various utility companies early and often. As part of this task, Our team will prepare letters and exhibits to initiate coordination, review and identify potential utility conflicts, and identify critical areas where subsurface utility location may be necessary to resolve utility conflicts.

ROADWAY DRAINAGE DESIGN & STORMWATER PERMITTING

Both 153rd Street and Ravinia Avenue are under Village of Orland Park jurisdiction. The existing storm sewer system will be reconfigured as needed to accommodate the roundabout footprint and the existing flow patterns will be maintained. In Phase II the following stormwater related permits will be required:

- MWRD Watershed Management Permit: A MWRD Watershed Management Permit is necessary for this project because the development area exceeds 0.5 acres. Nevertheless, as the new impervious area remains below 1 acre, the project is exempt from detention and volume control requirements.
- IEPA NPDES Permit (NOI/SWPPP) Submittal and South Cook/Will Erosion Permit Submittal: Given that this project involves more than 1 acre of disturbed area, it necessitates obtaining an IEPA Notice of Intent (NOI) permit along with the preparation and submission of SWPPP (Stormwater Pollution Prevention Plan) documents, which will be completed during Phase II.

PRELIMINARY SITE INVESTIGATION

Based on the results of the Preliminary Environmental Risk Assessment prepared for this project, there is a potential for encountering contamination at the AT&T property located on the northwest corner. A detailed preliminary site investigation (PSI) will be conducted as part of the Phase II engineering scope. V3 will perform the PSI needed for the non-IDOT right-of-way. Our team successfully progressed through Phase I without the need to initiate geotechnical report. As a result, we can engage the Geotechnical work upfront as part of our Phase I scope of services, ensuring that we have all the



PROJECT UNDERSTANDING & APPROACH

necessary information in hand as we transition into Phase II.

ROADWAY LIGHTING/ELECTRICAL DESIGN

The existing street lighting system will be impacted by the proposed roundabout improvements. V3 will design the lighting system to meet IDOT/IES standards and work with the Village to determine potential installation of ornamental lighting theme consistent with the 147th Street and Ravinia Avenue roundabout.

LANDSCAPE DESIGN

V3's in-house landscape architects will produce renderings of the proposed roundabout to help facilitate discussions with Village officials and the community. Our team will meet with Village representatives to confirm project scope, review applicable codes and ordinances, conduct and document existing site conditions, develop at least two design concepts for the Village's consideration, develop cost estimates, and prepare pre-final and final construction documents.

PLANS, SPECIFICATIONS, & ESTIMATES

Our team will prepare plans, specifications, and estimates for 60%, prefinal, and final stages of the project following IDOT D1 BLRS procedures. Construction plans and specifications for the roundabout improvements will be prepared in accordance to Village and IDOT standards and guidelines at 60%, 90% (pre-final), and 100% (final) stages. The plans will consist of the following sheets:

- Cover Sheet
- Index of Sheets, Highway Standards, and Commitments
- General Notes
- Summary of Quantities
- Schedule of Quantities
- Typical Sections
- Alignment, Ties, and Benchmarks
- Maintenance of Traffic Plans and Notes
- Detour Plan
- Erosion and Sediment Control Plans and Notes (SWPPP)
- Removal Plans
- Roadway Plan and Profile
- Intersection Grading Details
- ADA Ramp Details
- Drainage and Utility Plan and Profile
- Drainage Structures/Storm Sewer Schedules
- Pavement Marking Plan
- Signage Plan
- Retaining Wall Plans
- Street Lighting Plan
- Electrical and Conduit Plans
- Landscape Plans
- Irrigation Plans
- Village of Orland Park Details
- IDOT Details
- Construction Details
- Cross Sections

STAKEHOLDER & AGENCY COORDINATION

Our team will attend meetings as required throughout the duration of the project. Anticipated meetings could include, but are not limited to:

- Phase II project kick-off meeting with Village and IDOT.
- HOA meeting(s).
- Meetings with Village Staff.
- Establish and maintain project website (as necessary).

BID SUPPORT & COORDINATION

During the bidding phase, V3 will:

- Attend the Pre-Bid Meeting (up to two V3 representatives).
- Provide responses to bidder questions and answer RFI's that arise during the bidding phase.
- Issue any addendums to perspective bidders as required to interpret or clarify the Bid Documents.
- Assist the Village of Orland Park in reviewing the bid proposals and prepare a recommendation of award of contract letter.



PROJECT UNDERSTANDING & APPROACH

QA/QC & CONSTRUCTABILITY REVIEWS

Between V3 and Strand, we will perform in-house quality control reviews to ensure that plans, specifications, and cost estimates meet both the Village and IDOT D1 BLRS standards and guidelines. These quality control reviews will occur prior to permit application submittals, pre-final plans, specifications, and estimated (PS&E), and the final PS&E. As Project Manager, Kurt Corrigan, P.E., will be responsible for the oversight of the QA/QCA procedures and quality control reviews of the documents submitted for the project. In addition to QA/QC reviews and constructability reviews will be conducted by our Resident Engineer, Rick Kipp, P.E. prior to the pre-final and final submittals. The review will evaluate the construction staging, plans, and specifications to confirm the proposed work can be constructed cost effectively and that the special provisions include all work for that item.



PROJECT ADMINISTRATION & MANAGEMENT

Project administration and management for the project will be performed by the Project Manager. V3 will prepare and submit a project schedule to the Village for review and approval. The project schedule will be updated as work progresses. If requested, we will also prepare monthly progress reports.

GEOTECHNICAL ENGINEERING

Our subconsultant, NST, will perform soil borings/pavement cores and prepare a geotechnical report to determine the suitability of the soils for the roadway reconstruction and widening. This information will be coordinated and utilized for retaining walls and/or monument signs as necessary.

SUBSURFACE UTILITY LOCATION (AS NECESSARY)

V3 can perform utility potholing to review and identify critical vertical and horizontal clearances for the project.

LAND ACQUISITION & NEGOTIATIONS

HLR will perform the land appraisals and negotiations for the project. V3 will coordinate with HLR and review and assist with the tracking of acquisition status.

BID SUPPORT & COORDINATION

During the bidding phase, V3 will attend Pre-Bid Meeting (up to two V3 representatives), provide responses to bidder questions, answer RFI's that arise during the bidding phase, issue addendums to perspective bidders as required to interpret or clarify the Bid Documents, and assist the Village of Orland Park in reviewing the bid proposals and prepare award of contract letter.



SECTION 5

REQUIRED FORMS

PROPOSAL SUMMARY SHEET
RFQ #23-049
153rd Street and Ravinia Avenue Roundabout,
Phase II Design Engineering

IN WITNESS WHEREOF, the parties hereto have executed this proposal as of date shown below.

Organization Name: V3 Companies, Ltd.

Street Address: 7325 Janes Ave

City, State, Zip: Woodridge IL 60517

Contact Name: Kurt Corrigan

Phone: 847.417.0072 Fax: 630.724.9202

E-Mail address: kcorrigan@v3co.com

Signature of Authorized Signee: 

Title: Vice President

Date: 9/22/23

ACCEPTANCE: This proposal is valid for ninety (90) calendar days from the date of submittal.

 **ORLAND PARK**
CERTIFICATE OF COMPLIANCE

The undersigned Vince Del Medico, as Vice President
(Enter Name of Person Making Certification) (Enter Title of Person Making Certification)

and on behalf of V3 Companies, Ltd., certifies that:
(Enter Name of Business Organization)

1) BUSINESS ORGANIZATION:

The Proposer is authorized to do business in Illinois: Yes No

Federal Employer I.D.#: 36-3252440
(or Social Security # if a sole proprietor or individual)

The form of business organization of the Proposer is (*check one*):

- Sole Proprietor
 Independent Contractor (*Individual*)
 Partnership
 LLC
 Corporation Illinois 10/01/1983
(State of Incorporation) (Date of Incorporation)

2) STATUS OF OWNERSHIP

Illinois Public Act 102-0265, approved August 2021, requires the Village of Orland Park to collect "Status of Ownership" information. This information is collected for reporting purposes only. Please check the following that applies to the ownership of your business and include any certifications for the categories checked with the proposal. Business ownership categories are as defined in the Business Enterprise for Minorities, Women, and Persons with Disabilities Act, 30 ILCS 575/0.01 *et seq.*

Minority-Owned Small Business ([SBA standards](#))
Women-Owned Prefer not to disclose
Veteran-Owned Not Applicable
Disabled-Owned

How are you certifying? Certificates Attached Self-Certifying

STATUS OF OWNERSHIP FOR SUBCONTRACTORS

This information is collected for reporting purposes only. Please check the following that applies to the ownership of subcontractors.

Minority-Owned Small Business ([SBA standards](#))
Women-Owned Prefer not to disclose
Veteran-Owned Not Applicable
Disabled-Owned

3) **ELIGIBILITY TO ENTER INTO PUBLIC CONTRACTS:** Yes No []

The Proposer is eligible to enter into public contracts, and is not barred from contracting with any unit of state or local government as a result of a violation of either Section 33E-3, or 33E-4 of the Illinois Criminal Code, or of any similar offense of "Bid-rigging" or "Bid-rotating" of any state or of the United States.

4) **SEXUAL HARASSMENT POLICY:** Yes No []

Please be advised that Public Act 87-1257, effective July 1, 1993, 775 ILCS 5/2-105 (A) has been amended to provide that every party to a public contract must have a written sexual harassment policy in place in full compliance with 775 ILCS 5/2-105 (A) (4) and includes, at a minimum, the following information: (I) the illegality of sexual harassment; (II) the definition of sexual harassment under State law; (III) a description of sexual harassment, utilizing examples; (IV) the vendor's internal complaint process including penalties; (V) the legal recourse, investigative and complaint process available through the Department of Human Rights (the "Department") and the Human Rights Commission (the "Commission"); (VI) directions on how to contact the Department and Commission; and (VII) protection against retaliation as provided by Section 6-101 of the Act. (Illinois Human Rights Act). (emphasis added). Pursuant to 775 ILCS 5/1-103 (M) (2002), a "public contract" includes "...every contract to which the State, any of its political subdivisions or any municipal corporation is a party."

5) EQUAL EMPLOYMENT OPPORTUNITY COMPLIANCE: Yes No

During the performance of this Project, Proposer agrees to comply with the "Illinois Human Rights Act", 775 ILCS Title 5 and the Rules and Regulations of the Illinois Department of Human Rights published at 44 Illinois Administrative Code Section 750, et seq. The

Proposer shall: (I) not discriminate against any employee or applicant for employment because of race, color, religion, sex, marital status, national origin or ancestry, age, or physical or mental handicap unrelated to ability, or an unfavorable discharge from military service; (II) examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization; (III) ensure all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, marital status, national origin or ancestry, age, or physical or mental handicap unrelated to ability, or an unfavorable discharge from military service; (IV) send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the Vendor's obligations under the Illinois Human Rights Act and Department's Rules and Regulations for Public Contract; (V) submit reports as required by the Department's Rules and Regulations for Public Contracts, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights Act and Department's Rules and Regulations for Public Contracts; (VI) permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency and Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and Department's Rules and Regulations for Public Contracts; and (VII) include verbatim or by reference the provisions of this Equal Employment Opportunity Clause in every subcontract it awards under which any portion of this Agreement obligations are undertaken or assumed, so that such provisions will be binding upon such subcontractor. In the same manner as the other provisions of this Agreement, the Proposer will be liable for compliance with applicable provisions of this clause by such subcontractors; and further it will promptly notify the contracting agency and the Department in the event any subcontractor fails or refuses to comply therewith. In addition, the Proposer will not utilize any subcontractor declared by the Illinois Human Rights Department to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations. Subcontract" means any agreement, arrangement or understanding, written or otherwise, between the Proposer and any person under which any portion of the Proposer's obligations under one or more public contracts is performed, undertaken or assumed; the term "subcontract", however, shall not include any agreement, arrangement or understanding in which the parties stand in the relationship of an employer and an employee, or between a Proposer or other organization and its customers. In the event of the Proposer's noncompliance with any provision of this Equal Employment Opportunity Clause, the Illinois Human Right Act, or the Rules and Regulations for Public Contracts of the Department of Human Rights the Proposer may be declared non-responsible and therefore ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and this agreement may be canceled or avoided in whole or in part, and such other sanctions or penalties may be imposed or remedies involved as provided by statute or regulation.

6) TAX CERTIFICATION: Yes No

Contractor is current in the payment of any tax administered by the Illinois Department of Revenue, or if it is: (a) it is contesting its liability for the tax or the amount of tax in accordance with procedures established by the appropriate Revenue Act; or (b) it has entered into an agreement with the Department of Revenue for payment of all taxes due and is currently in compliance with that agreement.

7) AUTHORIZATION & SIGNATURE:

I certify that I am authorized to execute this Certificate of Compliance on behalf of the Contractor set forth on the Proposal, that I have personal knowledge of all the information set forth herein and that all statements, representations, that the Proposal is genuine and not collusive, and information provided in or with this Certificate are true and accurate. The undersigned, having become familiar with the Project specified, proposes to provide and furnish all of the labor, materials, necessary tools, expendable equipment and all utility and transportation services necessary to perform and complete in a workmanlike manner all of the work required for the Project.

ACKNOWLEDGED AND AGREED TO:



Signature of Authorized Officer

Vince Del Medico

Name of Authorized Officer

Vice President

Title

9/22/23

Date

REFERENCES

Provide three (3) references for which your organization has performed similar work.

Bidder's Name: V3 Companies, Ltd.

(Enter Name of Business Organization)

1. ORGANIZATION City of Lockport
ADDRESS 222 East 9th Street Second Floor, Lockport, IL 60441-3497
PHONE NUMBER 815.838.0549
CONTACT PERSON Ben Benson
YEAR OF PROJECT November 2015-Present

2. ORGANIZATION City of Joliet
ADDRESS City Hall 150 West Jefferson Street, Joliet, IL 60432-4158
PHONE NUMBER 815.724.4216
CONTACT PERSON Russell Lubash
YEAR OF PROJECT July 2019-Present

3. ORGANIZATION Lake County Department of Transportation
ADDRESS 600 West Winchester Road, Libertyville, IL 60048-1381
PHONE NUMBER 847.377.7447
CONTACT PERSON Chuck Gleason
YEAR OF PROJECT July 2020-Present

 **ORLAND PARK**
INSURANCE REQUIREMENTS

Please provide a policy Specimen Certificate of Insurance showing current coverage's along with this form

WORKERS' COMPENSATION & EMPLOYER LIABILITY

Full Statutory Limits - Employers Liability
\$500,000 – Each Accident \$500,000 – Each Employee
\$500,000 – Policy Limit
Waiver of Subrogation in favor of the Village of Orland Park

AUTOMOBILE LIABILITY (ISO Form CA 0001)

\$1,000,000 – Combined Single Limit Per Occurrence
Bodily Injury & Property Damage

GENERAL LIABILITY (Occurrence basis) (ISO Form CG 0001)

\$1,000,000 – Combined Single Limit Per Occurrence
Bodily Injury & Property Damage
\$2,000,000 – General Aggregate Limit
\$1,000,000 – Personal & Advertising Injury
\$2,000,000 – Products/Completed Operations Aggregate
Additional Insured Endorsements: (not applicable for Goods Only)
ISO CG 20 10 or CG 20 26
and
CG 20 01 Primary & Non-Contributory
Blanket Waiver of Subrogation in favor of the Village of Orland Park

CG 20 37 Additional Insured – Completed Operations (provide if box is checked)

In addition to the above, please provide the following coverage, if box is checked.

LIABILITY UMBRELLA (Follow Form Policy)
 \$1,000,000 – Each Occurrence \$1,000,000 – Aggregate
 \$2,000,000 – Each Occurrence \$2,000,000 – Aggregate
 Other: _____

EXCESS MUST COVER: General Liability, Automobile Liability, Employers' Liability

PROFESSIONAL LIABILITY
 \$1,000,000 Limit – Claims Made Form, Indicate Retroactive Date
 \$2,000,000 Limit – Claims Made Form, Indicate Retroactive Date
 Other: _____
Deductible not-to-exceed \$50,000 without prior written approval

BUILDERS RISK
Completed Property Full Replacement Cost Limits – Structures under construction

ENVIRONMENTAL IMPAIRMENT/POLLUTION LIABILITY
\$1,000,000 Limit for bodily injury, property damage and remediation costs
resulting from a pollution incident at, on or mitigating beyond the job site

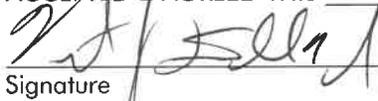
CYBER LIABILITY
\$1,000,000 Limit per Data Breach for liability, notification, response,
credit monitoring service costs, and software/property damage

Any insurance policies providing the coverages required of the Consultant, excluding Professional Liability, shall be specifically endorsed to identify "The Village of Orland Park, and their respective officers, trustees, directors, officials, employees, volunteers and agents as Additional Insureds on a primary/non-contributory basis with respect to all claims arising out of operations by or on behalf of the named insured." The required

Additional Insured coverage shall be provided on the Insurance Service Office (ISO) CG 20 10 or CG 20 26 endorsements or an endorsement at least as broad as the above noted endorsements as determined by the Village of Orland Park. Any Village of Orland Park insurance coverage shall be deemed to be on an excess or contingent basis as confirmed by the required (ISO) CG 20 01 Additional Insured Primary & Non-Contributory Endorsement. The policies shall also contain a Waiver of Subrogation in favor of the Additional Insureds in regard to General Liability and Workers' Compensation coverage. The certificate of insurance shall also state this information on its face. Any insurance company providing coverage must hold an A-, VII rating according to Best's Key Rating Guide. Each insurance policy required shall have the Village of Orland Park expressly endorsed onto the policy as a Cancellation Notice Recipient. Should any of the policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions. Permitting the contractor, or any subcontractor, to proceed with any work prior to our receipt of the foregoing certificate and endorsements shall not be a waiver of the contractor's obligation to provide all the above insurance.

Consultant agrees that prior to any commencement of work to furnish evidence of Insurance coverage providing for at minimum the coverages, endorsements and limits described above directly to the Village of Orland Park, 14700 S. Ravinia Avenue, Orland Park, IL 60462. Failure to provide this evidence in the time frame specified and prior to beginning of work may result in the termination of the Village's relationship with the contractor.

ACCEPTED & AGREED THIS 25th DAY OF Sept, 2023



Signature

Vince Del Medico

Printed Name & Title

Authorized to execute agreements for:

V3 Companies, Ltd.

Name of Company



PROOF OF INSURANCE



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
01/03/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Willis Towers Watson Midwest, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA	CONTACT NAME: Willis Towers Watson Certificate Center PHONE (A/C No. Ext): 1-877-945-7378 FAX (A/C.No): 1-888-467-2378 E-MAIL ADDRESS: certificates@willis.com	
	INSURER(S) AFFORDING COVERAGE NAIC #	
INSURED V3 Companies Ltd. 7325 Janes Avenue, Suite 100 Woodridge, IL 60517	INSURER A: Transportation Insurance Company 20494	
	INSURER B: Continental Insurance Company 35289	
	INSURER C: Berkshire Hathaway Specialty Insurance Com 22276	
	INSURER D: INSURER E: INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** W27647482 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:			6045653373	01/01/2023	01/01/2024	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 15,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			6045653390	01/01/2023	01/01/2024	EACH OCCURRENCE \$ 10,000,000 AGGREGATE \$ 10,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N No	N/A	6045653423	01/01/2023	01/01/2024	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
C	Professional Liability			47-EPP-326001-01	01/01/2023	01/01/2024	Per Claim: \$5,000,000 Aggregate: \$10,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER	CANCELLATION
Sample	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 

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ACORD 25 (2016/03)

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SR ID: 23545875

BATCH: 2791391



PROOF OF INSURANCE



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
10/18/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER DSP Insurance Services, Inc. 1900 E Golf Rd Suite 650 Schaumburg IL 60173	CONTACT NAME: Marie Vera PHONE (A/C, No, Ext): (847) 934-6100 FAX (A/C, No): (847) 934-6186 E-MAIL ADDRESS: mvera@dspins.com	
	INSURER(S) AFFORDING COVERAGE NAIC # INSURER A: National Fire Insurance Compan 20478 INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** Cert ID 38012 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATION MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COM/OP AGG \$ \$
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			7011433078	10/26/2022	10/26/2023	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N If yes, describe under DESCRIPTION OF OPERATIONS below		N/A				PER STATUTE OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
							\$ \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Sample Certificate -proof of insurance

CERTIFICATE HOLDER SAMPLE	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE

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V3 is excited to work with the Village of Orland Park on this project. We look forward to connecting with you and further discussing how we can best serve your vision for this project. Thank you for this opportunity!

THE VISION TO TRANSFORM WITH EXCELLENCE